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CITY OF BOSTON / Kevin H. White, Mayor

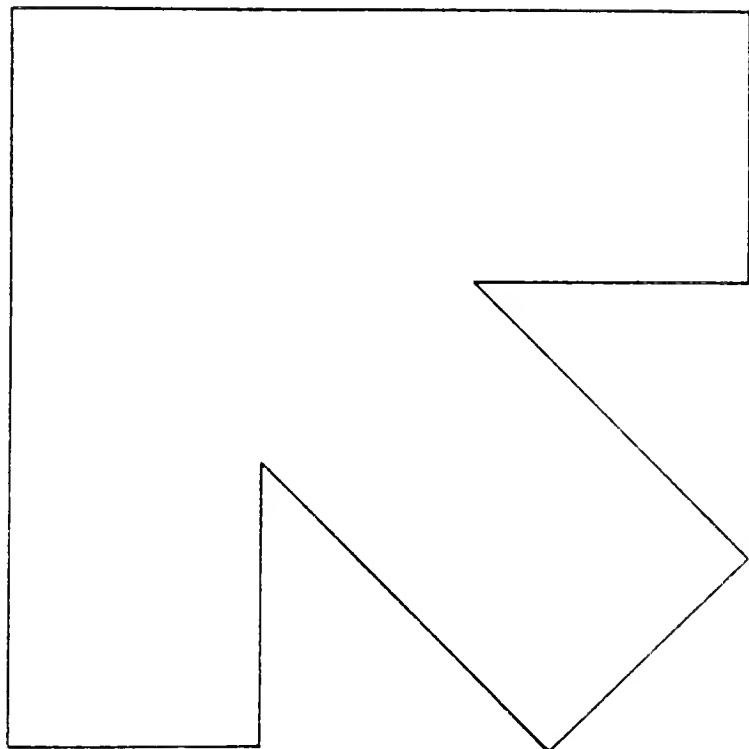


BOSTON
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Boston Marine Industrial Park

Application For
Urban Development
Action Grant

3. Boston
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CITY OF BOSTON
OFFICE OF THE MAYOR
CITY HALL, BOSTON

KEVIN H. WHITE
MAYOR

JAN 30 1978

Mr. Edward T. Pollack, Acting Area Office Director
Department of Housing and Urban Development
Area Office
15 New Chardon Street
Boston, MA 02114

Dear Mr. Pollack:

Transmitted herewith is an application for Federal financial assistance to the City of Boston in the amount of \$5,415,260 under the Urban Development Action Grant Program. Submission of this application has been authorized by City Council.

In support of the Boston Plan, these funds are required in order to carry out programs proposed for the Boston Marine Industrial Park UDAG project.

Approval of this project will result in furthering the objectives of the Boston Plan and will stimulate private investment, expand job opportunities for Boston residents, and increase Boston's tax base.

I urge your approval of this important Urban Development Action Grant Program.

Sincerely,

Kevin H. White
Mayor

BOSTON MARINE INDUSTRIAL PARK
URBAN DEVELOPMENT ACTION GRANT

January, 1978

AN APPLICATION FOR FUNDING UNDER
SECTION 119 of the COMMUNITY DEVELOPMENT ACT OF 1977


CITY OF BOSTON

Kevin H. White, Mayor

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PART I
APPLICATION FOR FEDERAL
ASSISTANCE

FEDERAL ASSISTANCE		2. APPLICANT'S APPLICATION	a. NUMBER -	3. STATE APPLICATION IDENTIFIER	a. NUMBER 77121837
1. TYPE OF ACTION <input type="checkbox"/> PREAPPLICATION <input checked="" type="checkbox"/> APPLICATION (Mark appropriate box) <input type="checkbox"/> NOTIFICATION OF INTENT (Opt.) <input type="checkbox"/> REPORT OF FEDERAL ACTION		b. DATE Year month day 19 78 / 1 / 3	b. DATE Year month day ASSIGNED 19 77 / 12 / 27		
4. LEGAL APPLICANT/RECIPIENT a. Applicant Name : City of Boston b. Organization Unit : c. Street/P.O. Box : 1 City Hall Square d. City : Boston e. County : Suffolk f. State : Mass. g. ZIP Code: 02201 h. Contact Person (Name & telephone No.) : John Drew (725-4197)			5. FEDERAL EMPLOYER IDENTIFICATION NO. E-046-001-380		
7. TITLE AND DESCRIPTION OF APPLICANT'S PROJECT Boston Marine Industrial Park (see project description in notification of intent, page 4)			6. PRO-GRAM (From Federal Catalog) a. NUMBER b. TITLE Urban Development Action Grant		
8. TYPE OF APPLICANT/RECIPIENT A-State B-Interstate C-Substate D-County E-City F-School District G-Special Purpose District H-Community Action Agency I-Higher Educational Institution J-Indian Tribe K-Other (Specify): Enter appropriate letter E			9. TYPE OF ASSISTANCE A-Basic Grant B-Supplemental Grant C-Loan D-Insurance E-Other Enter appropriate letter(s) A		
10. AREA OF PROJECT IMPACT (Names of cities, counties, States, etc.) City of Boston South Boston, Mass.		11. ESTIMATED NUMBER OF PERSONS BENEFITING NA		12. TYPE OF APPLICATION A-New B-Renewal C-Revision D-Continuation E-Augmentation Enter appropriate letter A	
13. PROPOSED FUNDING a. FEDERAL \$ 5,415,260 .00 b. APPLICANT 211,000 .00 c. STATE 150,000 .00 d. LOCAL .00 e. OTHER 10,093,000 .00 f. TOTAL \$15,869,260 .00		14. CONGRESSIONAL DISTRICTS OF: a. APPLICANT 8, 9 & 11 b. PROJECT 9 16. PROJECT START DATE Year month day 19 78 / 4 / 1 17. PROJECT DURATION 24 Months 18. ESTIMATED DATE TO BE SUBMITTED TO FEDERAL AGENCY Year month day 19 78 / 1 / 31		15. TYPE OF CHANGE (For 12c or 12e) A-Increase Dollars B-Decrease Dollars C-Increase Duration D-Decrease Duration E-Cancellation F-Other (Specify): NA Enter appropriate letter(s)	
20. FEDERAL AGENCY TO RECEIVE REQUEST (Name, City, State, ZIP code) Department of Housing & Urban Development				19. EXISTING FEDERAL IDENTIFICATION NUMBER NA	
22. THE APPLICANT CERTIFIES THAT a. To the best of my knowledge and belief, data in this preapplication/application are true and correct, the document has been duly authorized by the governing body of the applicant and the applicant will comply with the attached assurances if the assistance is approved. b. If required by OMB Circular A-95 this application was submitted, pursuant to instructions therein, to appropriate clearinghouses and all responses are attached:				21. REMARKS ADDED <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No No response attached	
23. CERTIFYING REPRESENTATIVE a. TYPED NAME AND TITLE Kevin H. White, Mayor		b. SIGNATURE 		c. DATE SIGNED Year month day 1978 1 30	
24. AGENCY NAME				25. APPLICATION RECEIVED Year month day 19	
26. ORGANIZATIONAL UNIT		27. ADMINISTRATIVE OFFICE		28. FEDERAL APPLICATION IDENTIFICATION	
29. ADDRESS				30. FEDERAL GRANT IDENTIFICATION	
31. ACTION TAKEN <input type="checkbox"/> a. AWARDED <input type="checkbox"/> b. REJECTED <input type="checkbox"/> c. RETURNED FOR AMENDMENT <input type="checkbox"/> d. DEFERRED <input type="checkbox"/> e. WITHDRAWN		32. FUNDING a. FEDERAL \$.00 b. APPLICANT .00 c. STATE .00 d. LOCAL .00 e. OTHER .00 f. TOTAL \$.00		33. ACTION DATE Year month day 19 34. STARTING DATE Year month day 19 35. CONTACT FOR ADDITIONAL INFORMATION (Name and telephone number) 36. ENDING DATE Year month day 19 37. REMARKS ADDED <input type="checkbox"/> Yes <input type="checkbox"/> No	
38. FEDERAL AGENCY A-95 ACTION		a. In taking above action, any comments received from clearinghouses were considered. If agency response is due under provisions of Part I, OMB Circular A-95, it has been or is being made. b. FEDERAL AGENCY A-95 OFFICIAL (Name and telephone no.)			

B. PROJECT APPROVAL INFORMATION

Item 1

Does this assistance request require State, local, regional or other priority rating?

No

Item 2

Does this assistance request require State or local advisory, educational or health clearances?

No

Item 3

Does this assistance request require clearinghouse review in accordance with OMB Circular A-95?

Yes see Attachment I-1.

Item 4

Does this assistance request require State, local, regional or other planning approval?

No

Item 5

Is the proposed project covered by an approved comprehensive plan?

Yes, the City's General Plan which is on file at Boston City Hall.

Item 6

Will the assistance requested serve a Federal installation?

No

Item 7

Will the assistance requested be on Federal land or installation?

No

Item 8

Will the assistance requested have an impact or effect on the environment?

Yes, the potential environmental impacts of the Boston Marine Industrial Park, including all proposed UDAG activities were reviewed in the Draft Environmental Impact Report, December, 1977 prepared by EDIC and C.E. Maguire, consultant engineer, and is awaiting approval by the Commonwealth of Massachusetts Executive Office of Environmental Affairs.

The Draft Environmental Impact Report is available in the offices of the Economic Development and Industrial Corporation at 60 Congress Street, Boston, Massachusetts.

Potential impacts of the proposed project are expected to affect principally air quality, traffic circulation, water and sewerage systems, economics, and the general character of the project area. Overall, the project is expected to result in a significant upgrading of the former Boston Naval Annex at South Boston, expanded job opportunities and tax revenues to the City. Appropriate mitigation measures will be taken to reduce or minimize potential adverse impacts.

Item 9

Is there other related assistance on this project previous, pending or anticipated?

Yes

Economic Development Administration Title I (Local Public Works) - #11.300

C.E.T.A. Title I - #17.232

\$150,000 (portion of \$745,000 State CETA 112 grant)

126,000 (City CETA)

\$276,000 Total

Item 10

Is the project in a designated flood hazard area?

Yes

Item 11

Is the proposed project intended to facilitate the relocation of industrial or commercial plants or facilities from one area to another (excluding moves within a metropolitan area)?

No

ATTACHMENT I-1: CLEARING HOUSE REVIEW



KEVIN H. WHITE
MAYOR

CITY OF BOSTON
OFFICE OF THE MAYOR
CITY HALL BOSTON

Mr. Frank Keefe
Director of State Planning
State Clearinghouse
Room 2101
One Ashburton Place
Boston, MA 02108

Dear Mr. Keefe:

In response to the requirements of OMB Circular A-95, I am submitting herewith the Notice of Intent Forms for the City of Boston's programs proposed to be carried out under the Urban Development Action Grant Program.

The City proposed to concentrate UDAG funds on activities in support of the Boston Plan. Four project areas have been selected which contribute toward achieving City goals for economic development, job creation, neighborhood revitalization, and assist in leveraging private investment. These project areas are: the Charlestown Shipyard, the Boston Marine Industrial Park, Lafayette Place, and the Sav-Mor neighborhood along Blue Hill Avenue in Roxbury.

The Notice of Intent Forms contain preliminary program descriptions and tentative budgets as required. It should be understood, however, that the City is pursuing its Community Participation Plan developed for the Urban Development Action Grant Program and is currently holding public meetings in affected neighborhoods to discuss community needs, program goals and activities proposed for funding.

Given the deadline for filing formal applications with the Department of Housing and Urban Development of January 31, 1978, and the fact that the HUD application procedures are still in draft form, I am requesting that the A-95 process be either expedited or that the final review be waived by your office and by the Metropolitan Clearinghouse.

Sincerely,

Kevin H. White
Mayor

DEC 20 1977

Notice of Intent Form

To apply for federal funds for programs covered by the Office of Management and Budget (OMB)
Circular A-95

To be filed at least 30 days prior to submission to federal agency

APPLICANT

Name City of Boston

Address One City Hall Square, Boston, MA 02201

Telephone Number 725-4196 (Office of Federal Relations)

Name and title of person to receive correspondence John Drew, Director of Federal
Aid, Office of Federal Relations

Name and title of contact person (if different) _____

Philip Zeigler, (Boston Redevelopment Authority)

Marilyn Swartz Lloyd, (Office of Federal Relations)

PROJECT

Title Boston Marine Industrial Park

Location of project/impact area C South Boston Industrial Area,

Starting date and project duration April 1, 1978 - 1982

FUNDING AGENCY

Name Department of Housing and Urban Development

Federal Catalogue Program Number --

Estimated date of submission to federal agency January 31, 1978

FUNDING REQUEST

Federal Urban Development Action Grant Program - \$5,415,260

State _____

Local _____

Other _____

Total _____

PROJECT SUMMARY

Please include at a minimum: narrative description of project, budget and/or cost estimate, and locus map (where applicable). The narrative might include a statement of need, program objectives, coordination with other agencies, citizen involvement, past performance (in the case of continuing programs), and environmental assessment where appropriate. (Use additional sheets where necessary.)

See attachment

Sent to OSP and Metropolitan Area Planning Council on December 20, 1978
(Name of Regional Clearinghouse) (Date)

Prepared by Philip Zeigler

(Type or Print Name)

(Signature)

NOTE

Send white copy to State Clearinghouse, Office of State Planning, Room 2101, One Ashburton Place, Boston, MA 02108. (Phone (617) 727-4154). Send yellow copy to Regional Clearinghouse, retain pink copy for your records.

To be filled in by State Clearinghouse SCI _____

BOSTON MARINE INDUSTRIAL PARK

Project Goals and Objectives

The Boston Marine Industrial Park is a critical part of the Boston Plan, particularly in terms of its potential for economic and industrial development and resultant job generation for Boston residents. Renovation of the 167 acre key deep water site in downtown Boston at the head of the Harbor Channel is already underway. Strategic improvements are being made to existing waterfront facilities such as drydocks and other related support facilities with the aid of other public funds and private investment. This UDAG project will direct resources toward a major ongoing effort with a proven history of success.

The principal goal of this renovation activity is to expand the ship repair, industrial, and marine operations at the site. Currently employing more than 800 workers in permanent positions, this project should contribute to the creation of more than 1200 jobs in two years and 3500 in five. These jobs are primarily in the marine oriented trades such as machinists, welders, pipefitters, electricians, shipwrights; others include administrative and clerical positions.

In order to meet these goals, specific actions must be taken which will serve as a framework for development as well as a catalyst for increased private investment.

The primary activity of this project, the renovation of dry dock #4, is expected to make possible the retention of 600 positions provided by the present tenant, Braswell Shipyards. There is an immediate need to upgrade the decks and sidewalls of dry dock #4 so that the operation of the ship repair facility will not be interrupted. More, to prevent a potentially hazardous situation where a gantry crane may topple as a result of a structural failure.

Another purpose of this project is to provide a basic framework for the establishment of a center for the location of new industry in Boston. The marketing of the centrally located sites at the Boston Marine Industrial Park will be directed toward the ship repair related industrial sector, as well as certain associated ancillary industries.

The industrial park has a comprehensive infrastructure, including roadways, rail lines, water and sewerage facilities, a steam generation plant, and 13.8 KV power lines. The purpose of this project is to upgrade these services to an operational level, thereby providing a system of supporting services designed to serve needs of industry. In addition, the proximity of Boston's business district serves as an inducement to those firms which find it useful to locate near areas of intensive commercial activity.

The third purpose is to increase the diversity of courses offered at the BMIP Job Training Center. This activity is to be accomplished through the purchase of certain mechanical and electronic equipment, which will allow for 4 courses to be added to the 8 which currently exist.

Major Project Activities

The total cost of UDAG activities proposed for the Boston Marine Industrial Park is \$5,415,260. Major project activities are as follows:

Dry Dock #4. Dry Dock #4 is composed of Pier #5 and Pier #6. Due to neglect in previous years, the exterior sides of both piers have eroded, causing problems to the deck surface. New steel piles are to be placed, the rip-rap slope is to be rebuilt, and deteriorated beams will be removed and replaced. Completion of these activities should remedy the loss of fill under the crane beam and pavement, which caused the piers to become structurally unsound. Following these repairs, reconstruction of the pier decks and servicing of the railroad and crane trackage will take place. The estimated life expectancy of these repairs, with routine maintenance, is 30 years. Costs of these activities are estimated at \$4,659,154.

Utilities. Upgrading the utilities system which services the park is essential to the overall development of the park. The necessity for repairs and upgrading of the utilities is based on two factors; (1) the Navy has failed to perform routine maintenance on some of the facilities at the BMIP; (2) the shift in facility utilization from Navy operations to private industrial usage will result in heavier service demands on the utility system (much of which was constructed more than 30 years ago), and run the risk perhaps of overloading the existing system.

Basically there is an extensive infrastructure supportive of industrial requirements within the BMIP. Upon completion, the proposed projects will provide the entire 102 acres with adequate transportation and utility services.

Job Training Center. The prime activity shall be to renovate and equip four sections in or adjacent to Building #49 at the Boston Marine Industrial Park for use as a Training Center for teaching skills regarding the:

- a) installation, assembly, testing and repair of electronic computer equipment
- b) installation, assembly and repair of heavy equipment and machinery
- c) operation and management of transportation and warehouse facilities and/or equipment

Equipment purchased and installed at Building #49 will be utilized for vocational training programs training Boston's unemployed. The cost of these improvements are estimated at \$100,000.



THE COMMONWEALTH OF MASSACHUSETTS

OFFICE OF STATE PLANNING
JOHN W. MCCORMACK BUILDING ROOM 2101
ONE ASHBURTON PLACE
BOSTON, MASSACHUSETTS 02108
(617) 727-5066

MICHAEL S. DUKAKIS
GOVERNOR

FRANK T. KEEFE
DIRECTOR

RECEIVED
JAN 06 1978
MAYOR'S OFFICE

December 29, 1977

JAN 6 - 1978

Mayor Kevin H. White
City Hall
Boston, MA 02201

Attention: John Drew, Director of Federal Aid

Dear Mayor White:

We have received the City's notice of intent to apply for four Urban Development Action Grants from HUD totaling \$26,396,560. These proposals will be listed in the A-95 Review Monitor on December 30, 1977, providing all interested state agencies with the opportunity to review and comment on your proposals prior to the January 31, 1978 application deadline.

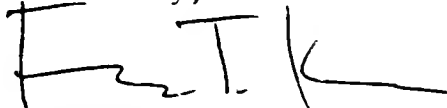
It was clear in mid-December that the timing requirements of the A-95 process could provide an obstacle to any community meeting the deadline for UDAG application filing during the first funding round. At that time, Tenney Lantz of my staff contacted the UDAG staff at HUD in Washington who assured her that normal A-95 procedures will be waived for this round and A-95 review of the application itself can be concurrent with submission of the application to HUD. It is anticipated that this waiver will be contained in the final UDAG regulations expected to be published early next week.

On the basis of the information from HUD, we have asked all applicants for the first UDAG round to submit the notice of intent information as early as possible to be followed by the application on or before January 31, 1978. We hope to complete the review based on the notice of intent providing applicants with a sign-off letter in time to be included with their application. However, we must reserve the right to review the full application in the event any concerns or issues arise during the initial review.

I hope this sufficiently explains the UDAG A-95 process for you. If you have any questions or wish to further discuss the review of your proposals, please contact Curt Danforth, Clearinghouse Coordinator, at 727-4154.

Finally, we wish you success in your application for UDAG funds and will look forward to receiving copies of the applications.

Sincerely,

A handwritten signature in black ink, appearing to read 'F. T. Keefe', with a long horizontal stroke extending to the right.

Frank T. Keefe
Director of State Planning

/lms

cc: MAPC

PART II
URBAN DEVELOPMENT ACTION
PROGRAM

COMMUNITY DEVELOPMENT PLAN SUMMARY
(STATEMENT OF NEEDS)

NAME OF APPLICANT <div style="text-align: center; padding-top: 10px;">City of Boston</div>	2. APPLICATION NUMBER 	3. <input checked="" type="checkbox"/> ORIGINAL <input type="checkbox"/> AMENDMENT
4. PROGRAM YEAR (Endowment Applicants Only) <div style="display: flex; justify-content: space-between;"> FROM: 7/1/77 TO: 6/30/78 </div>		

A. Statement of Needs - General

The needs of Boston residents are considerable and complex. In many ways they are similar to those of residents of other large, older, northern cities. However, in many ways the needs of the City of Boston, as an institution responsible for serving the needs of its residents, are perhaps more considerable and complex. In fact, the restrictions placed upon the City of Boston's ability to serve its residents may make the imbalance between the needs of the residents and the resources to serve those needs greater than that of New York City, or any other major central city.

The limitations which the City of Boston faces when trying to serve its residents are numerous and varied.

1. Boston is the only major U.S. city which has no major revenue raising power besides the property tax; nearly 70% of the City's revenues come from property taxes, a percentage far greater than all other major U.S. cities.
2. Boston is the twenty third largest city in the U.S., but is the center of the sixth largest metropolitan area. This means that Boston is the regional center, place of employment, etc. for a group of non-residents which exceeds its resident population by over 500%, a percentage which far exceeds that on any other major U.S. central city. Every working day approximately 350,000 people enter this city of 650,000 to work, using the City's traffic, water and sewer systems, relying on the City's police and fire systems, but not paying anything to the City.
3. Boston has the highest proportion of tax exempt property of any major city in the U.S. It serves as the regional center for the federal government, the state capital, the location of the world's 8th busiest airport, and a national center of educational, medical, and religious facilities, all activities which pay no property taxes. While there is no question that these activities provide major cultural benefits to the City and economic benefits to the region, the City suffers a very large direct economic loss and no net indirect economic benefit.
4. Because Boston constitutes such a small proportion of the SMSA, and because lower income groups normally are found predominantly in central cities, there is only a small proportion of the City which can be considered middle and upper income; over 75% of the households in the City have an income which is less than the median for the SMSA. Therefore, a large majority of City residents who are impacted by the property tax are in the low and moderate income categories, precisely the categories in which the property tax has been shown to be most regressive.
5. Finally, state and federal aid, both direct and indirect, have decreased substantially in the last few years, and there is no assurance that such aid will increase in the future.

Within these severe limitations, the City must attempt to serve the needs of its residents which are considerable, as mentioned earlier, and it must attempt to attract more middle and upper income persons to live in the City. However, because of these financial limitations, the City may only be able to address one or two of the most serious problems, or the ones which it can have the most impact on for the least amount of expenditures.

Data Source: Bureau of the Census, U.S. Department of Commerce, 1973; 1970 U.S. Census

A-1 Jobs and Income

The most pressing need of the residents of the City is for more jobs and income. Only when the unemployment rate, which is currently 10% in the City, has been cut to 5% or less and the median income of City households approaches that of the SMSA will there be real opportunity for most residents to deal with most of their needs. The City's greatest need, both as a governmental body and as a social entity, is a healthy private economy in which City residents have real and growing opportunities to participate. In the past 25 years, Boston has suffered the loss of over 60,000 manufacturing type jobs, including 5,000 production type jobs in Charlestown Navy Yard and the South Boston Naval Annex. While the job loss in this and other categories had been more than offset by increases in the service type categories by 1970, when there were over 574,000 persons employed in the City, the national recession and federal employment decisions have resulted in the loss of over 50,000 jobs in the past 5 years, with the largest losses in the manufacturing and trade categories, both of which contain high proportions of City residents. During this same period, the number of jobs in the service sector has increased by over 15,000. However, studies have shown that City residents have only gotten 1 out of every 3 new service jobs.

The City's greatest need is (1) to share in the nation's economic recovery, thereby regaining some, if not all, of the jobs lost in the last five years, and (2) to develop mechanisms to train City residents to compete much more successfully for newly created service type jobs, as Boston continues to be a national leader in this employment sector.

Data Source: Boston Employment Trend, Ganz, Menconeri, Etilin, Boston Redevelopment Authority, 1975; Mass. Department of Employment Security.

**COMMUNITY DEVELOPMENT PLAN SUMMARY
(STATEMENT OF NEEDS)**

NAME OF APPLICANT City of Boston	2. APPLICATION NUMBER	3. <input checked="" type="checkbox"/> ORIGINAL <input type="checkbox"/> AMENDMENT
	4. PROGRAM YEAR (Endowment Applicants Only) FROM: 7/1/77 TO: 6/30/78	

Housing

needs of the City and its residents in the housing area are also very closely related, and the satisfaction of the needs is dependent to a very large extent on successfully meeting the economic needs of the City and its residents mentioned above: only when people have steady, adequate incomes, will they be able to pay the costs of maintaining and upgrading the City's housing stock, and create demand for new housing construction at a significant scale. With such maintenance, improvement, replacement and expansion of the City's housing stock, a major portion of the City's tax resource, real property, will deteriorate, and along with it, the City's ability to finance services for its residents. The phenomenon of housing abandonment is, of course, the most visible and immediate type of negative impact on the City's housing supply and tax base, but a potentially more serious problem is extended deferral of maintenance on a large portion of the City's housing stock in all neighborhoods, which is possible in a period of limited economic resources, if owners begin to lose confidence in their neighborhoods.

Against this background, the City's greatest housing needs are clear; it must develop ways to insure that housing abandonment does not spread into neighborhoods where it is not presently a serious problem, and it must develop mechanisms to encourage persons, both owners and renters, to pay the money necessary to maintain and improve the existing housing in neighborhoods where they might not otherwise make such economic commitments. Conceptually, these two can be combined in the following statement:

Boston's greatest housing needs is a large and steady increase in the number of persons, both residents of the City and others, who consider the neighborhoods of the City to be reasonable residential options, not just places to live as a last resort because of either economic or racial factors.

For Boston can and must make substantial progress toward meeting this need, it must receive help from regional, state and federal officials in changing the factors which discourage middle and upper income families from living in the City and often prevent minorities and low income persons from living outside the City. Only when a significant proportion of the minorities and low income persons living in Boston feel they are doing so out of preference rather than necessity will these persons make a significant and extended commitment to the maintenance and improvement of their housing, blocks and neighborhoods.

Since Boston has made considerable progress in encouraging homeowners to improve their properties through the Mayor's Housing Improvement Program and the Revival Program, there are still many who cannot afford, or obtain financing for, the costs of rehabilitation; the elderly, minority and low income persons living in areas of generally poor housing quality are groups in this category. In many neighborhoods the presence of unmaintained vacant land and vacant buildings susceptible to arson are serious deterrents to housing maintenance and improvement; there is a clear need to handle these problems more successfully. At present there are approximately 2000 abandoned dwelling units in the City and 100 parcels of vacant land containing roughly 150 acres.

As noted above, one of Boston's greatest needs is an increase in the number of housing units available to minority and low income persons in cities and towns surrounding Boston. Only by increasing the geographic dispersion of housing opportunities for these groups will the housing have a chance of being adequately maintained and possibly improved. By lessening the restrictions, on these groups, they will have far greater opportunities to move to places close to their work, services they use, or places they prefer for other reasons, thereby increasing the proportion of their income which they are willing and able to spend for housing. This increased availability outside the City could create pressure on landlords in the City to maintain their buildings to attract tenants. However, this need can only be addressed by adequate funding of subsidy programs by the state and federal governments and more energetic and widespread enforcement of state and federal anti-discrimination statutes throughout the S.M.S.A.

Source: Boston Redevelopment Authority, Research Department.

**COMMUNITY DEVELOPMENT PLAN SUMMARY
(STATEMENT OF NEEDS)**

NAME OF APPLICANT City of Boston	2. APPLICATION NUMBER	3. <input checked="" type="checkbox"/> ORIGINAL <input type="checkbox"/> AMENDMENT
	4. PROGRAM YEAR (Endowment Applicants Only) FROM: 7/1/77 TO: 6/30/78	

3 Neighborhood Business Districts

Most of Boston's residential neighborhoods grew up around neighborhood business districts which in most neighborhoods are located along major arterials, but in some are centered around major intersections or squares. To a remarkable extent the strength and condition of such neighborhoods' housing is mirrored by the strength and condition of its business district. The condition of a neighborhood business district is important to the strength of the whole neighborhood for several reasons:

In most neighborhoods, the business district is the one part of the neighborhood which most residents see frequently, even if only to purchase a Sunday paper. This makes it a critical factor in the residents' perception of their neighborhood: If several houses on one residential street start to deteriorate only the residents of that street and one or two intersecting streets are likely to be aware of this change and perhaps lose confidence in their neighborhood, thereby creating the potential for decreased housing maintenance and outmigration in this small area, but if several stores in the business district begin to deteriorate, become vacant or are burned out and not repaired, nearly everybody in the neighborhood, perhaps 10,000 to 20,000 households, becomes aware of this situation very quickly. The resulting widespread loss of confidence can greatly speed the process of neighborhood decline.

The neighborhood business district is also the only part of the neighborhood which most non-residents are likely to see if they come into the neighborhood. Often the impressions that persons such as bankers, appraisers, insurance agents, prospective tenants and purchasers have of a neighborhood can be greatly influenced, either positively or negatively, by the quality of the business district, and these people's impressions are critical to the health of a neighborhood.

A healthy business district is important to a neighborhood because of the services it provides. For elderly and many low income persons who do not have cars it is usually the primary place where they purchase food, drugs, clothing and other necessities. Availability of a wide variety of services and products is a benefit to all residents in terms of convenience, even if they do not use the business district regularly.

The clear need for viable neighborhood business districts is not nearly as difficult to meet as it may have seemed several years ago. Due to the increases in group purchasing associations, franchised operations, and the expansion into business districts of retail chains which were formerly found only in shopping centers, several of Boston's neighborhood business districts are economically healthier than they were in the recent past. By providing critical services and facilities, such as footpatrolmen and off-street parking, the City can promote the improvement of most of its neighborhood business districts.

4 Capital Improvements

Each neighborhood's stability is also directly related to the presence and quality of capital improvements. While in the past many neighborhoods have needed major new or renovated buildings, this is no longer true because over the past eight years the City has constructed or renovated major public buildings throughout the City.

The City's greatest need at present, and for the foreseeable future, particularly in light of the current fiscal situation is to improve the capital facilities which everyone uses and which can make the City a safe and attractive place to live: streets, street lights, parks, sidewalks, and water and sewer lines. These facilities are critical to the satisfaction of residents with their neighborhood as a place to live. However, to insure that each capital activity is as beneficial to the neighborhood as possible, each activity must be coordinated with the activities designed to meet the other needs already described. Construction of a new street, or replacement of sewer and water lines in one year will not benefit a neighborhood for very long unless other activities continue for several years to meet the other needs of residents which arise on a continuing basis and can only be satisfied by continuing programs and expenditures.

Data Source: Public Facilities Department, City of Boston.

**COMMUNITY DEVELOPMENT PLAN SUMMARY
(STATEMENT OF NEEDS)**

1. NAME OF APPLICANT City of Boston	2. APPLICATION NUMBER	3. <input checked="" type="checkbox"/> ORIGINAL <input type="checkbox"/> AMENDMENT
	4. PROGRAM YEAR (Entitlement Applicants Only) FROM: 7/1/77 TO: 6/30/78	

Neighborhood Services

order for City neighborhoods to remain healthy and become stronger, people of all ages must want to live in them. A set of factors which is very critical to maintaining a neighborhood's attractiveness, particularly to its present residents, is the availability of basic human services, including health services.

Residents cannot find a family doctor in their neighborhood, they may seriously consider moving. Private physicians provide only 40% of all ambulatory visits to City residents at present. Since the median age of all private physicians is 57 years and one fourth of them are 65 or older, the steady decline in the number of private physicians practicing in the City will continue for many years. Clearly the City needs a system to insure that its residents have convenient access to reasonably priced primary health care. In addition, the City and its residents need an equitable system to finance this health care for those who cannot afford it, such as a national health care insurance program.

For all residents need to be assured of the availability of primary health care, certain groups in the population have additional service needs. Many elderly residents need special transportation services. Many low income families need subsidized day care program to allow the adults to work or search for work. While the financial cost of satisfying these needs is not very great, in comparison with the cost of meeting the housing needs, the importance of meeting these needs is very great. If they are not met, many people will want to move out of their neighborhood even though housing conditions may not be deteriorating. Even if most people do not succeed in leaving, the impact of a widespread desire to do so on a neighborhood can be devastating, as Boston witnessed in several neighborhoods in the late 1960's.

Source: Boston Neighborhood Health Survey, ABT Associates, 1974.

Urban Renewal

The City needs to complete several urban renewal projects. The large majority of these are residential in nature, and by completing them expeditiously these areas and the areas surrounding them will be substantially improved physically. This will address the need to support and increase residents confidence in their neighborhoods and to encourage private investment on a continuing basis.

Source: Boston Redevelopment Authority.

Groups With Special Needs

In addition to the citywide and neighborhood specific needs there are a number of groups who because of a lack of opportunities, income or an inability to speak English adequately have very special identifiable needs.

- New immigrants and others with English language problems. These groups are predominantly Cape Verdean, Puerto Rican and Chinese. Because of their limitations in speaking the English language the accessibility to jobs for these groups is extremely limited.
- Unemployed minority males. There is a relatively high proportion of unemployed adult and teenage minority males. This disproportionate unemployment has had a serious impact on these residents' ability to earn an adequate income. Often members of these groups are competing for a very limited number of jobs requiring a similar level of skills.
- Low income - single parent families. There are special limitations on the parents of these families. These parents are primarily women, who in order to support their families and pursue their work, must leave their children in a day care facility. It is necessary therefore that such facilities be made available at low cost.
- Low income homeowners who have no previous experience as homeowners. Often times people of low income, when first purchasing a home are unaware of what is required to maintain that home. It is essential therefore that the technical knowledge required for home maintenance be provided to these homeowners.
- American Indians. There are approximately 1,000 to 2,000 American Indians in the City of Boston. The particular needs of this group lie largely in the areas of education and employment. There is a need among these native Americans to maintain their culture and heritage in an educational system which is overwhelmingly dominated by white Americans. Another major need area is improved income and employment opportunities. Nation wide this group has the lowest per capita income of any ethnic group, the highest infant mortality rate, lowest life expectancy and the greatest incidence of alcoholism.

Source: Bureau of the Census, U.S. Department of Commerce 1973; 1970 U.S. Census, Massachusetts State Department of Employment Security.

**COMMUNITY DEVELOPMENT PLAN SUMMARY
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Source: Boston Neighborhood Health Survey, ABT Associates, 1974.

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Source: Boston Redevelopment Authority.

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b. Unemployed minority males. There is a relatively high proportion of unemployed adult and teenage minority males. This disproportionate unemployment has had a serious impact on these residents' ability to earn an adequate income. Often members of these groups are competing for a very limited number of jobs requiring a similar level of skills.

c. Low income - single parent families. There are special limitations on the parents of these families. These parents are primarily women, who in order to support their families and pursue their work, must leave their children in a day care facility. It is necessary therefore that such facilities be made available at low cost.

d. Low income homeowners who have no previous experience as homeowners. Often times people of low income, when first purchasing a home are unaware of what is required to maintain that home. It is essential therefore that the technical knowledge required for home maintenance be provided to these homeowners.

e. American Indians. There are approximately 1,000 to 2,000 American Indians in the City of Boston. The particular needs of this group lie largely in the areas of education and employment. There is a need among these native Americans to maintain their culture and heritage in an educational system which is overwhelmingly dominated by white Americans. Another major need area is improved income and employment opportunities. Nation wide this group has the lowest per capita income of any ethnic group, the highest infant mortality rate, lowest life expectancy and the greatest incidence of alcoholism.

Source: Bureau of the Census, U.S. Department of Commerce 1973; 1970 U.S. Census, Massachusetts State Department of Employment Security.

**COMMUNITY DEVELOPMENT PLAN SUMMARY
(LONG-TERM OBJECTIVES)**

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Long Term Objectives

For the long run, a major objective for Boston is to improve the quality of life for all residents by strengthening the City's economy, developing fiscal and tax reform and expanding private investments. Principal goals include the creation of a significant number of new jobs, a growth in family income, and reduction in poverty. Not only will the City attempt to improve the economic conditions of the existing population, but will also attempt to attract young and middle income people and families back to the City.

In order to help alleviate the persistent pressures of the property tax the City has filed a number of bills with the State Legislature. At the same time that tax reform is pursued the City will cut operating costs and seek out funds which will assist the City in maintaining existing services and programs.

In addition, efforts are underway to make the physical, financial, social, and cultural advantages of living in Boston more apparent. Community development funding would complement other public investments to encourage the larger private investment needed to achieve the long-term goals.

Support Needs A

Jobs and Income

Boston's service activity economy has a potential for providing upwards of 100,000 additional jobs over the next ten years through the expansion of services provided by downtown offices, medicine, and higher education. Industrial development, based on the City's industrial development planning, involves a target of 5,000 net new manufacturing jobs over the next decade. Recent conversions in the City's leather district indicate that the City is enjoying a more competitive position for certain types of manufacturing space.

There is a strong correlation between improved employment status and the overall process of neighborhood stabilization. Therefore, the City will undertake a major effort to improve the capture rate of new jobs for City residents by instituting affirmative actions programs for downtown jobs, developing occupational resource centers for technical training, improving the quality of education and developing new jobs in appropriate areas of the City.

Improved employment opportunities and better jobs will bring higher levels of income to City residents, and thereby help narrow the gap between the median income level of the City and that of the metropolitan area.

Support Needs A-1

Housing

In housing, the City's long-term objective is to increase residents' confidence by reversing disinvestment and abandonment through growth in jobs and income, commitments to public capital improvements and incentives for housing rehabilitation.

Programs for housing rehabilitation call for bringing all of the City's housing up to code standards over a 10 year period at an estimated investment cost of \$300 million. Some 50,000 dwelling units have a rehabilitation need averaging \$2,000, and for 11,000 dwellings the average cost is estimated at \$8,000. Most of this would be privately financed, but a portion would require public subsidy if it is to be done. An estimated 1,000 structures (3,000 units) are not considered feasible for rehabilitation. Demolition and site clearance will be carried out for these properties. In areas of disinvestment and abandonment the City will encourage the transfer of non-owner occupied structures to their occupants.

In stable sections of the City new construction will be encouraged to meet the needs for new and replacement housing, in order to accommodate an anticipated population increase. Dwellings for the elderly will emphasize mixed occupancy developments. New housing for other low and moderate income households will be built in stable and rising neighborhoods within mixed-income developments. The role of public investment in housing rehabilitation and new construction will be to encourage larger private investment necessary to revitalize neighborhoods.

Support Needs A-2

COMMUNITY DEVELOPMENT PLAN SUMMARY
(LONG-TERM OBJECTIVES)

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Neighborhood Business Districts

City's long-term objective in neighborhood business districts is to rehabilitate those business centers which complement the process of neighborhood revitalization. Public investment will be concentrated in these business districts to make them more economically competitive, more attractive, and safer to potential investors and consumers.

Major objective within the Neighborhood Business District Program is to leverage investment of existing and potential businessmen in their store and business area and to organize the businessmen into strong business groups.

Port Needs A-3

Capital Improvements

In the past 10 years the City has implemented an ambitious Capital Improvement Program in non-renewal as well as renewal neighborhoods. Although an emphasis was placed on facilities such as parks, schools, libraries, police and fire stations, considerable investment was also made in the City's long-neglected infrastructure - sewers, water lines, streets, sidewalks, and lighting. Over the next decade the City will decrease its past emphasis on large scale new construction projects and concentrate more heavily on rehabilitation and infrastructure improvements. Improvements will be selected in such a way as to advance neighborhood revitalization and encourage private investment, especially in housing rehabilitation, new housing and neighborhood business districts.

Port Needs A-4

Neighborhood Services

In neighborhood services, the City's long-term objective is to ensure a consistent and comprehensive pattern of delivery of essential human services in its neighborhoods, whether funded from federal, state, local, or private sources. In particular, programs and facilities that increase the accessibility of primary health care, day care, and early services at the neighborhood level will be encouraged and supported in order to develop a comprehensive system for service delivery.

Port Needs A-5.

**COMMUNITY DEVELOPMENT PLAN SUMMARY
(LONG-TERM OBJECTIVES)**

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6 Urban Renewal

It is the City's long-range objective to complete those remaining urban renewal activities which are essential to the overall success of its urban renewal projects, and to retire outstanding urban renewal loans.

Support Needs A-6

7 Groups With Special Needs

Over the long-term the City's objectives in terms of these groups is to improve their income opportunities as well as access to services.

- a. New immigrants and others with English language problems. The city's long range objective with these groups is to encourage them through the Little City Hall system to participate in governmental services and promote the availability of other services delivered by non-profit organizations; as well as provide an environment which will attract private enterprise to provide more employment opportunities.
- b. Unemployed minority males. The City's objectives are the promotion of both training and employment opportunities.
- c. Low income - single parent families. Over the long term the objectives are provide a positive job environment for this predominantly female population and increase and improve facilities for children during working hours.
- d. Low income homeowners. Promote an environment which permits homeownership for this group as well as their access to the required financing. In addition over the long term within the context of City housing policies and programs provide necessary technical assistance where possible.
- e. American Indians. Over the long term promote job training and employment opportunities.

Support Needs A-7

PART III
PROJECT DESCRIPTION

PART III -----PROJECT DESCRIPTION

A. PROJECT GOALS AND OBJECTIVES

1. History

As a direct result of the Department of Defense's decision to close the Boston Naval Shipyard in April of 1973, Boston lost almost 6,000 permanent jobs. The South Boston Naval Annex, a 102 acre deep water site in downtown Boston at the head of the Boston Harbor Channel, was officially closed on July 1, 1974. While this closure presented an employment problem to the City of Boston, it provided an unprecedented opportunity to create a municipally owned urban industrial park to answer two pressing City needs: (1) increasing the tax revenues and (2) creating more jobs. ✓ Boston officially acquired the site on June 14, 1977 from the General Services Administration. Prior to the acquisition, EDIC entered into a Protection and Maintenance Agreement with the GSA on November 1, 1975, in order to avoid further damage to the facility from deterioration and vandalism. It is within this framework that the Boston Marine Industrial Park (BMIP) was created. Occupying the South Boston Naval Annex site, the BMIP serves as the local vehicle for stimulating industrial waterfront development and expanding job opportunities on Boston Harbor.

2. Goals

The UDAG project contained in this application will achieve three primary goals upon its completion. EDIC has sought to achieve these same goals over the two years it has operated the BMIP, and it is only now, through the availability of UDAG funding, that their successful achievement can be fully expected.

The primary goal of the UDAG project at the BMIP is job creation: the major emphasis being on the development of new jobs for Boston residents while retaining all the recently created jobs at the Park. The creation of the permanent positions will directly impact the number of training positions that will become available. This, in turn, will enlarge the opportunities for low income persons to take a more active role in Boston's economic development.

The second goal of this UDAG project is to leverage substantial private investment for industrial development by means of a concentrated public financial injection. Prior to EDIC's management of the BMIP, the U.S. Navy had allowed the facilities to deteriorate markedly. Even in a deteriorated condition however, a number of private firms were attracted to the Park, and once there, committed substantial sums of monies for maintenance and capital improvements.

A threshold point has been reached, however, in the inducement of more private investment. It becomes increasingly harder to market sites, buildings and other waterfront facilities when such extensive repairs must be borne by the tenants. It is only with additional public investment, of the nature encompassed in this UDAG project, that significant new private investment can be expected to be forthcoming.

The third goal of this project is to directly effect the revitalization of the City of Boston's economy. By capitalizing on existing natural resources such as the harbor, and the growing market for shipping and related maritime industrial development, this project will serve as the catalyst for a broad range of new economic activity in Boston.

There will be major increases in the amount of subcontract work throughout the area; a broadening of the employment base, positive impacts on the City's and the Commonwealth's fiscal stability; and, there will be an improvement in the standard of living of Boston residents.

3. Objectives

To attain the goals of this UDAG project four specific objectives have been identified. All four are considered essential to the achievement of the full development of the BMIP.

- a. Retention of 600 permanent ship repair jobs: EDIC is currently negotiating a long-term lease with a major ship repair firm. In order to realize the full term of the lease, major improvements to the area must be undertaken. Anticipated improvements are centered at Dry Dock #4 and will enable not only its continued operation, but will also prevent major structural failure which could result in major damage to the facility.
- b. Upgrading of the infrastructure systems to permit the expansion of industrial development at the BMIP: There exists an extensive network of roadways, crane and rail trackage, water and sewer drains, high voltage electrical lines, and other unique systems such as compressed air, salt water distribution, and fuel oil distribution. Many of these have deteriorated to such an extent that they are incapable of meeting current industrial-level demands.

In order to provide an infrastructure which will accommodate private industry at the BMIP and induce them to make private investments, some basic utilities will need repair. The UDAG project is aimed at the restoration of the key systems, such as fresh water, sanitary sewer and storm sewer systems.

- c. Provide job training opportunities in marine electronics at the BMIP's Job Training Center: With the purchase of certain electronic equipment with the UDAG funding, there will be an opportunity to complement the eight training programs with one that relates directly to the marine trades. This will enable Boston to train and job-place 60 unemployed and/or economically disadvantaged Boston residents as electronic service and test technicians for the marine industry in the Boston Harbor area.

The work force in the marine industry is composed of persons over 45 years of age who are leaving the local workforce through retirement and/or moving out of the City. Recruitment will be focussed on the low and moderate income and minority groups of Boston. With the "pre-hire" policy, this program will assure graduates of job placement upon successful completion of the marine electronics training program.

- d. Expand employment opportunities: It is projected that more than 3,500 jobs will be supported by industries operating at the BMIP by 1982. Approximately 35% of these will result directly from HUD sponsored improvements in this UDAG application. Tenants at the BMIP, to fulfill a lease condition, must make a positive effort to hire Boston residents for these available job openings; this should substantially improve the job market for residents of Boston.

The funding of the above activities will greatly expedite and facilitate the ongoing program of developing the Boston Marine Industrial Park into a new site for industrial development on the City's waterfront. The funds supplied by UDAG will enable improvements to be made more quickly and will enhance the attractiveness of the Park to private industry. It is estimated that \$10 million in private investment and \$360,000 in State and other Federal investment will be leveraged as a result of HUD's commitment to this UDAG project. Thus, it may be seen that the attainment of the project goals hinge upon the achievement of these objectives; that the full industrial development potential at the BMIP can be expedited by HUD's participation in this UDAG project.

B. MAJOR PROJECT ACTIVITIES

1. Dry Dock #4

Dry Dock #4 is composed of Pier #5 and Pier #6. Due to neglect in previous years, the exterior sides of both piers have eroded, causing problems to the deck surface. New steel piles are to be placed, the rip-rap slope is to be rebuilt, and deteriorated beams are to be removed and replaced. Completion of these activities should remedy the loss of fill under the crane beam and pavement, which caused the piers to become structurally unsound. Following these repairs, reconstruction of the pier decks and servicing of the railroad and crane trackage will take place. The estimated life expectancy of these repairs, with routine maintenance, is 30 years.

2. Utilities

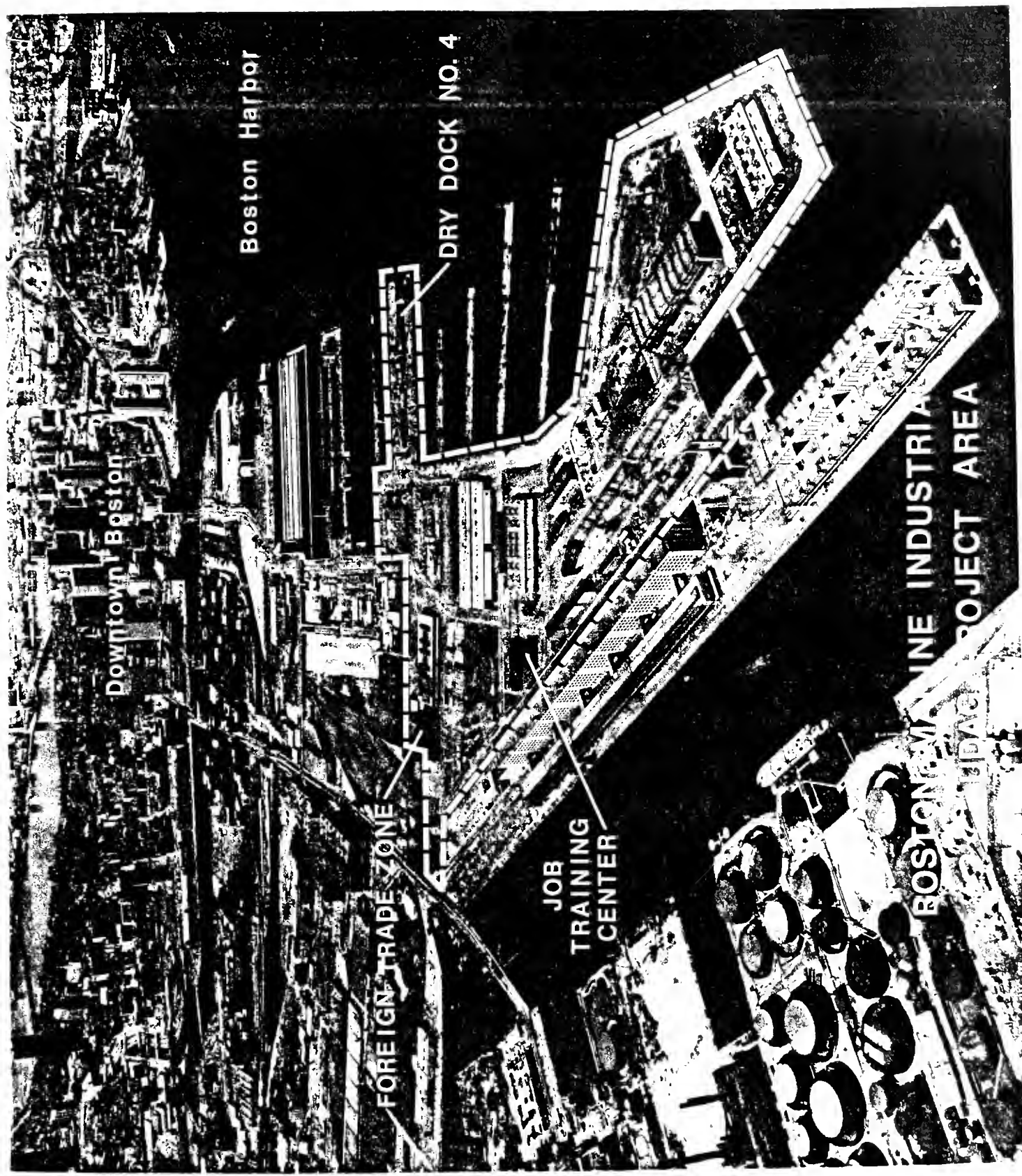
Upgrading the utilities system which services the Park is essential to the overall development of the Park. The necessity for repairs and upgrading of the utilities is based on two factors: first, the Navy has failed to perform routine maintenance on some of the facilities at the BMIP; second, the shift in facility utilization from Navy operations to private industrial usage will result in heavier service demands on the utility systems (much of which were constructed more than 30 years ago), thereby increasing the risk of overloading them. Basically, there is extensive existing infrastructure at the BMIP which is supportive of industrial requirements. However, these systems have fallen into disrepair.

Proposed is the upgrading of the water, sanitary and storm drainage systems. Fresh water is of prime necessity in carrying out the various industrial activities. This system will have to be largely replaced due to deterioration. The storm and sanitary drainage systems are in fair condition. Spot repairs are necessary in order to provide for the safe and efficient operation of these utilities throughout the industrial park. Upon completion, the proposed projects will provide the entire 102 acres with basic water and sewerage service.

3. Job Training Center

The prime activity shall be to equip one section in Building #49 at the Boston Marine Industrial Park for use as a Training Center for teaching skills regarding the installation, assembly, testing and repair of marine-related electronic computer equipment.

Equipment purchased and installed at Building #49 with these funds will be utilized for vocational training programs training



Boston's unemployed for jobs in the ship repair building industry. Specific tasks and activities necessary for installation of equipment in the industry training area selected includes:

- (1) Preliminary Design and Layout of shop area with equipment location and hook-ups
- (2) Engineering Specifications on building renovation necessary for equipment installation and operation
- (3) Architectural Plans, Specifications, and Drawings for equipment installation and layout
- (4) Preparation of final Bid Documents for equipment procurement
- (5) Purchase of Training Equipment through Competitive and Negotiated Bids
- (6) Installation of Equipment
- (7) Testing of Equipment Operation
- (8) Acceptance of Equipment

These activities will be carried out by the City of Boston through the Economic Development and Industrial Corporation of Boston. Project management will be provided by the Director of EDIC's Job Training Center. The EDIC Job Training Center Director will prepare a Project Work Plan and schedule to insure timely completion of all project activities.

C. PROPOSED USE OF UDAG FUNDS

The UDAG funds awarded under this application will be used under three categories of expenditures:

1. Renovation of Dry Dock #4
Repairs to Piers #5 and #6

1,950 l.f. @ \$2,172/l.f.	\$4,235,595
Engineering @ 10%	<u>423,559</u>
	\$4,659,154

2. Upgrading and reconstruction of primary utility systems

Fresh Water (partial completion)	\$ 122,909
Sanitary System	64,200
Storm Drainage	<u>123,050</u>
	\$ 310,159
Engineering @ 12%	<u>37,219</u>
	\$ 347,457

3. Purchase of marine-related electronic equipment for Job Training Center training programs (\$100,000)

PROJECT TOTAL

\$5,415,260*

Dry Dock #4 is expected to be leased to a private ship repair firm to maximize job generation and revenues, the utility renovations will remain the property of EDIC and are expected to directly support the generation of 3,000 jobs. The equipment and improvements for the Job Training Center will remain the property of EDIC and be used in the training process.

The funds received under this application will be administered by the Economic Development and Industrial Corporation. EDIC was created by Chapter 1097 of the Acts of 1971. It was created as a non-profit corporation with the mandate of creating jobs, especially blue collar jobs for residents of the City of Boston.

D. RELATIONSHIP OF PROJECT TO EXISTING OR PLANNED FACILITIES OR SERVICES

The three component parts of this UDAG project form an integral step in the development of the Boston Marine Industrial Park. Development efforts at the BMIP have been concentrated in the area of marine-related industries. When the programs proposed under this application are complete, the long-term viability of the BMIP will be ensured.

Renovation of Dry Dock #4 will enable EDIC to retain one of its most valuable job-creating assets. In just over two years of operation, the dry dock has generated an average of 600 permanent jobs. As many as 1,000 people have been working at the previously vacant site. However, due to a pattern of neglect by the former owner, the U.S. Navy, the dry dock was allowed to deteriorate. As a result, its current life expectancy has declined to two years. The renovations proposed under this application would ensure a life expectancy of approximately thirty years with the consequential retention of 600-800 permanent jobs.

The second component of the application is for the upgrading and reconstruction of the primary utility systems. This work is required not only to support the existing tenants at the BMIP, but also to create the development environment for future growth. The existing utility systems, due to deterioration, are incapable of handling the projected full occupancy loads.

* Including administrative costs and contingencies.

At the present time, the utility systems are close to their operating capacities; therefore, full development of the park is being inhibited. The work proposed under this component will allow for the expansion of employment at the BMIP more than 1,000 new permanent jobs, as well as retaining the 600 recently acquired jobs.

The third component of this UDAG application is the acquisition and installation of new equipment at the BMIP Job Training Center. This project will provide the means to bring unemployed residents into the mainstream of economic development at the BMIP. Training for these individuals will be provided in the employment categories that the first two components of the UDAG application provide.

E. MARKET AND ECONOMIC FEASIBILITY

The market for a marine oriented industrial park appears excellent. Commercial traffic has been rising over the past ten years and the Massachusetts Port Authority sees a continuation of this trend. The Port of Boston is experiencing an annual growth rate higher than any other U.S. North Atlantic Port, and as the activity of the Port increases, there is an increased demand for ship repair and maintenance facilities. Since November of 1975, the BMIP has been able to attract 17 vessels to its dry docks representing contracts valued at over \$15 million.

Second, Naval work, which forms the contract base for many ship repair facilities, has risen and is projected to rise in and through the late 1970's. Current estimates place the value of Naval contracts to be awarded at \$1.7 billion for fiscal '77, \$2.13 billion for fiscal '78 and \$2.19 billion for fiscal '79. Associated with the expanding Naval contracts is their policy of providing more business to private ship repair facilities and an opening up of the contract bidding process. Such trends will move away from the old "home port" repair and maintenance provision and allow Boston firms to compete for a portion of the expanded Navy market. Navy contracts in Boston alone have already increased from approximately \$5 million in 1975 to over \$30 million in the first half of 1977.

The new 200 mile limit and the proposed upgrading of the Fish Pier will both contribute to growth in the fishing industry. With this growth there should be a concurrent increase in the demand for the construction and repair of fishing vessels. Vessel fabrication is a viable waterfront activity that is planned for the BMIP.

In addition, the ship repair work will require a substantial amount of sub-contracting for services, such as test work on electronic equipment and production of custom heating hoses or steam vents. This primary market provides an excellent opportunity for incubation space for marine-related industries. In conjunction with this, there will be the opportunity for development of container support industry in the BMIP, for Massport's planned containerport and a stimulus for the location of industry manufacturing heavy bulk products to be shipped by sea.

A further opportunity for development in the BMIP is in the field of off-shore oil rig outfitting and supply. Complete units containing all electronic navigational and communication equipment can be manufactured and installed on the site.

Various private investments and activities indicate the economic feasibility of the ship repair and job training facilities. Some \$300,000 of public monies have recently been expended upgrading Building #49 into a job training center. The additional monies requested would enable the training program to be expanded. The success of this effort is indicated by a record 100% placement of the most recent graduating class.

In terms of the feasible operation of the dry dock, EDIC currently has an agreement with a large ship repair firm to operate this facility. Already some \$300,000 in private funds have been expended on this project. The pier repairs identified in this program would ensure a continuation and expansion of this facility.

The utility work prescribed in this application would service the Job Training Center and Dry Dock #4. Without these improvements, it will be increasingly difficult to carry out the current operations and could, in fact, preclude proposed programs. Additionally, the utility work will enable EDIC to begin to market various buildings and parcels for light manufacturing and assembly and marine-related uses.

For August 1976, the Massachusetts Department of Education, Division of Occupational Education completed a feasibility study on the utilization of Building #49 at the Boston Marine Industrial Park for a Job Training Center. This study led to a \$500,000 grant from the Massachusetts Division of Occupational Education to initiate renovating and equipping of Building #49 as a Job Training Center for the City of Boston. With this endorsement the U.S.D.O.L. provided operational funding for Job Training Center training programs. Furthermore, labor demand studies and projections completed by the Massachusetts Division of Employment Security demonstrate and project a continuing strong demand for skilled labor in the computer machinery and transportation industries. Thus, occupational training areas are being selected on the basis of existing and projected industry requirements.

F. OWNERSHIP OF UDAG PROJECT WHEN COMPLETED

Ownership of the capital improvements made with this UDAG project will remain with the Economic Development and Industrial Corporation of Boston.

G. IS THE PROJECT IN AN URBAN RENEWAL AREA

The proposed UDAG project at the BMIP is not located on urban renewal land. However, the BMIP is within an area designated as an economic development area.

PART IV

HOW PROJECT MEETS PROJECT SELECTION CRITERIA

PART IV-----HOW PROJECT MEETS THE SELECTION CRITERIA

A. IMPACT OF PROPOSED PROJECT ON PHYSICAL, FISCAL OR ECONOMIC CONDITION OF COMMUNITY

1. Provision of Employment (See Tables 1, 2 & 3)

	Low Income		Middle Income		Upper Income		Total	
	% of		% of		% of		% of	
	Number	Total	Number	Total	Number	Total	Number	Total
Number of New Jobs to be Created								
Construction/Rehabilitation	0	0	0	0	139	100.0	139	100
Non-construction (Permanent)			790	67	390	33.0	1,180	100
Number of Permanent Jobs to be Retained	80	10	81	10	612	80.0	773	100
Total Jobs	80	4	871	42	1,141	54.0	2,092	100

Basis of Calculations

(1) Low, Middle and Upper income salary ranges

Mean salary total (1978) = \$12,079

Source: County Business Patterns 1975, Massachusetts, U.S. Bureau of the Census mean salary per employee \$10,150 in Suffolk, Norfolk, and Middlesex Counties combined; assumption of 19% inflation rate April 1975 to April 1978 based on U.S. Bureau of Labor Statistics Boston Area Consumer Price Index.

Based on the above:

Low income salary = 0 - 80% = \$ 0 - \$ 9,663
 Middle income salary = 80% - 120% = \$ 9,663 - \$14,495
 Upper income salary = 120% + = \$14,495 +

TABLE I
JOB GENERATION & RETENTION BY UDAG PROJECT (1982)

	JOB TYPES						JOB TOTALS		
	Office	Manufac- turing	Ship Bldg & Repair	Elec- tron.	Bldg Svcs.	** Const.	Total New	Total Retained	Total
well	<u>5*</u>		100 / <u>495</u>				100	500	600
cept us.		160 / <u>40</u>					160	40	200
ex	<u>5</u>						--	5	5
:		20 / <u>10</u>					20	10	30
yn l.	<u>3</u>			<u>54</u>			--	57	57
O.S.	5		46 / <u>6</u>				50	6	56
E- CH	25	425					450	--	450
Iron ks	5		245				250	--	250
DAR	<u>3</u>			<u>57</u>			--	60	60
	15			135			150	--	150
C	<u>15</u>				<u>80</u>		--	95	95
AL s	50/ <u>31</u>	605/ <u>50</u>	390/ <u>612</u>	135	<u>80</u>	139	1,180	773	1,953
struc-** n Jobs						139	139	--	139
	50/ <u>31</u>	605/ <u>50</u>	390/ <u>612</u>	135	<u>80</u>	139	1,319	773	2,092

* Note: Underlined numbers indicate retained jobs.

** Due to the temporary nature of these construction jobs, they are not included in the calculation of the total number of jobs created by the UDAG project.

TABLE 2
DIRECT ECONOMIC IMPACT ANALYSIS: UDAG PROJECT AT BMIP (1982)

	Income Level *	Wage Rate	<u>NEW JOBS</u>		<u>RETAINED JOBS</u>		<u>TOTAL</u>	
			<u>No. of Jobs</u>	<u>Direct Annual Economic Impact</u>	<u>No. of Jobs</u>	<u>Direct Annual Economic Impact</u>	<u>No. of Jobs</u>	<u>Direct Annual Economic Impact</u>
ce	M	\$13,400	50	\$ 670,000	31	\$ 415,400	81	\$ 1,085,400
ufac.	M	13,700	605	8,288,500	50	685,000	655	8,973,500
bldg. Repair	U	14,700	390	5,733,000	612	8,996,300	1,002	14,729,400
electronics	M	11,000	135	1,485,000	-	-	135	1,485,000
g.Svs.	L	7,000	-	-	80	560,000	80	560,000
struc- t**	U	<u>17,500</u>	<u>139</u>	<u>2,432,500</u>	<u>-</u>	<u>-</u>	<u>139</u>	<u>2,432,500</u>
TOTALS			1,139	\$18,609,000	773	\$10,656,800	2,092	\$29,265,800

* Low Income Salary = \$ 0 - \$ 9,663
Middle Income Salary = \$ 9,663 - \$14,495
Upper Income Salary = \$14,495 +

** Wage rate of construction workers average in the upper income bracket, yet the lack of constant work may bring the actual income down to the middle income bracket.

TABLE 3

INDIRECT ECONOMIC IMPACT ANALYSIS:
UDAG PROJECT AT BMIP (1982)

AREA	MULTIPLIER*	RETAINED JOBS		
		Exist. Dir. Annl. Econ. Impact	Exist. Indir. Annl. Econ. Impact	Total Annl. Econ. Impact
Boston	1.21	10,656,800	2,237,928	12,894,728
Boston SMSA (including City)	1.71	10,656,800	7,566,328	18,223,128

AREA	MULTIPLIER*	NEW JOBS		
		Direct Annl. Econ. Impact Induced By UDAG	Indirect Economic Impact	Total Economic Impact
Boston	1.21	18,609,000	3,907,890	22,516,890
Boston SMSA (including City)	1.71	18,609,000	13,212,390	31,821,390

TOTAL ECONOMIC IMPACT (NEW & RETAINED JOBS)	
Boston	\$35,411,618
Boston SMSA (including City)	\$50,044,518

* From A Measure of the Boston Marine Industrial Park's Economic Impact, for Economic Development and Industrial Corporation, Regional Science Research Center, October, 1977.

(2) Permanent Job Generation Multipliers

Office	--	200 sq.ft. per worker
Maintenance	--	(estimate)
Parking	--	250 spaces per worker
Management	--	(estimate)

(3) 1978 Annual Salary for Selected Job Types

Office	\$13,400
Manufacturing (overall)	13,700
Ship building & repair	14,700
Elect. Compon. Assemb.	11,000
Building Services (Maintenance)	7,000

Source: County Business Patterns, 1975, Massachusetts;
Assumption of 19% inflation rate April 1975 to April
1978 based on U.S.B.L.S. Boston Area C.P.I.

Total wages assumed at 45% of total construction cost. Average annual wage for contract construction worker--\$17,500.

Construction worker annual salaries were estimated at \$17,500 per year given 1975 County Business Pattern data adjusted upward for three years' inflation. This figure suggests that all construction jobs generated by the proposed project will fall into the high income category. However, this conclusion seems highly unlikely given variations between construction trades and seasonal unemployment.

2. Provision of Housing

No new or rehabilitated housing will be provided as part of this project.

3. Improvement of Tax Base

Under its enabling statute, Chapter 1097 of the Acts of 1971, Commonwealth of Massachusetts, EDIC is required to make In-Lieu of Tax Payments to the City of Boston out of its revenues from each economic development project. These payments amount to approximately 30% of revenues collected from each project. This UDAG project has three specific components which have different impacts on payments in-lieu of taxes.

- a. Dry Dock #4 repairs: As a result of these repairs, EDIC will retain the facility as an income producing asset. Hence, full payments in-lieu of taxes will be made on the dry dock.
- b. Utility repairs: Since these are public improvements, no direct revenues will be realized by EDIC from this con-

struction. However, since these repairs will enable EDIC to attract tenants into the Park, there will be significant indirect payments in-lieu of taxes generated.

- c. Job Training Center equipment: The Center, which is owned and operated by EDIC, is not run on a revenue producing basis. All revenues received by EDIC for the Center are only for administration and operations. Furthermore, the Center, which is a non-profit educational facility, would, regardless of its location, be a tax exempt facility. Therefore, no direct impact on EDIC's payments in-lieu of taxes would be anticipated.

Estimated value of property to be added to tax roles: (includes retention of major tenant at Dry Dock #4)	\$15,000,000
Estimated value of property to be deleted from tax roles:	\$ 0
Net increase in value of property to be added to tax roles:	\$15,000,000

NOTE: Two methods used to determine net increase in property added to tax roles:

- (1) The net increase in rental payments between 1977 and 1982 equal \$1,003,500. If this amount is capitalized at 6.5%, total new addition to tax roles equals \$15,384,615.
- (2) The total new investment equals \$4,659,000 of UDAG funds for repair of Dry Dock #4, (\$448,000 for utilities excluded as a non-direct taxable improvement), plus \$10,048,000 net new private investment. Total new addition to tax roles equals \$14,739,000.

Estimated annual property tax (in-lieu of tax) to be generated by project:	\$ 462,000
Estimated loss of property tax revenues as a result of project:	\$ 0
Net increase in property tax revenues (annual):	\$ 462,000

4. Other Project Revenues

- a. Will the applicant receive other revenues from the project (e.g., lease payments, loan repayments, sharing in profits)? X yes no
- b. If yes, describe the nature of the revenue and estimated annual amount.

Total estimated annual rental payments	\$1,540,000
Less payments in-lieu of taxes	<u>462,000</u>
TOTAL other revenues	\$1,078,000

5. Other impacts on the physical, fiscal, or economic condition of community.

a. Physical

The redevelopment of the Boston Marine Industrial Park through the assistance of the Economic Development Administration and Department of Housing and Urban Development will not only insure the structural and mechanical soundness of facilities, it will physically improve the appearance of the site. Buildings will be restored, structures which have deteriorated beyond a point of economic usefulness will be removed, repairs and restoration of defective piles along Piers #5 and #6 and the south jetty will be undertaken and general repairs, such as replacing broken windows, painting and groundskeeping, will be accomplished. Indirect improvements to the BMIP by tenants attracted to the site should also aesthetically enhance the site through landscaping and programs of ongoing maintenance. The scope of improvements and impacts of such work are detailed in the study: DRAFT ENVIRONMENTAL IMPACT REPORT, BOSTON MARINE INDUSTRIAL PARK, SOUTH BOSTON, MASS.; for the Economic Development and Industrial Corporation of Boston, Massachusetts Government Land Bank, Boston, Massachusetts, December, 1977.

b. Fiscal

Through UDAG funding of improvements at the BMIP, the Park will become capable of increasing its rate of development. Revenues at the BMIP will rise as the Park develops, from dry dock fees, a greater number of tenant leases, and other sources. Greater income means that the BMIP will eventually reach a threshold of revenue which will allow it to make payments to the City in-lieu of taxes, thereby providing much-needed revenue for the City of Boston, from a previously tax-exempt site.

c. Economic Condition of the Community

A synopsis of: A Measure of the Boston Marine Industrial Park's Economic Impact, Economic Development and Industrial Corporation, Regional Science Research Center, October, 1977.

In order to ascertain the economic impact of the Boston Marine Industrial Park on the City of Boston and the surrounding SMSA, an econometric model was employed which used many interdependent factors. The model assumes, as a basis for the calculations, that the BMIP will be fully operational by the early 1980's. The current "industrial mix" will not be significantly altered.

Dynamic considerations and growth in production levels are excluded; a reflection of the variability of effective demand sectors. Therefore, the report estimates an average annual economic impact.

The study conducted estimates that manufacturing will generate about 64% of the aggregate employment at the Park and total employment will reach more than 6,000 positions. This assumed a major off-shore plant tenant with 2,000-4,000 employees. Total output, based on 1976 dollars, is projected to have a value of \$172,630,000. Since there is an interdependence between industries for the inputs of production, each industry at the BMIP is likely to affect other industries in the Boston SMSA. These effects, or "multipliers," induce secondary impact upon the economy. The estimated indirect employment derived from the operations of the BMIP are projected to create an additional 1,210 jobs among Boston industries. The value of aggregate output likewise affects total output (direct and indirect) on the Boston SMSA economy. For every one dollar of output produced, a corresponding 71 cents is estimated to be generated within the Boston SMSA. The City's share of this factor is 21 cents or \$35,308,000. The remaining share from these secondary and tertiary effects would be generated outside of the City.

B. IMPACT OF PROPOSED PROJECT ON LOW AND MODERATE INCOME PERSONS AND MINORITIES

1. Relocation/Reclamation

The project causes no displacement of residents or businesses.

2. Participation of Minorities in the Proposed Project

EDIC's central development objective at BMIP is for the creation of permanent jobs, primarily in the marine trades. These trades have a high wage level at the entrance level as well as for the more experienced positions. Minority participation in the marine industries historically has been low. In its planning and development efforts, EDIC has made specific provisions for the inclusion of greater minority participation.

As a term of all leases signed for space at the BMIP, all employers are required to comply with equal opportunity guidelines as well as non-discrimination guidelines found in Federal regulations. EDIC has also started to operate a Job Training Center at the BMIP (expansion of the Center is included as part of this application). The Center as described elsewhere has emphasized minority recruitment for its trainee selections. Many of the Center's graduates have

already been placed permanently with companies in the BMIP. EDIC looks forward to the development of the BMIP as a means to rapidly expand the placement capabilities of the Center.

Planning efforts for the BMIP have included the creation of incubator space for small marine-related ancillary industries. To accommodate these firms, EDIC is planning to utilize Building #19 with 148,138 square feet of space and other adjacent sites. EDIC also offers financial assistance programs to aid new firms to get started within the BMIP. Implicit to industrial development at the BMIP is the competitive advantage of location.

Minority participation in this facility will be actively encouraged by EDIC, especially in its marketing activities. The proposed UDAG project, as with all other EDIC projects, will be guided by appropriate bidding and awarding guidelines for public projects contained in the City of Boston Affirmative Action Plan, and The Boston Plan, formulated for the U.S. Department of Labor, and in accordance with the EDIC Affirmative Action Plan.

3. Briefly describe any citizen participation beyond the minimum requirements stated in 570.454(c)(12)(A).

Development of the Boston Marine Industrial Park has a continuing history of active involvement with the neighboring South Boston community. EDIC has held several formal community hearings on industrial development plans at the BMIP: public hearings were held during the preparation of the Economic Development Plan, the Economic Development Administration grant application, and a hearing was held by EDIC in conjunction with securing a mortgage from the Massachusetts Government Land Bank for land acquisition.

In addition to the more formalized public hearing process, EDIC has also maintained an ongoing series of meetings with other concerned groups in the City. The BMIP project is regularly discussed at the overall Economic Development Plan Committee (OEDP) meetings, and at the Economic Development and Industrial Commission meetings. The Commission, comprised of community, labor, business, and low income representatives, was created to advise the Economic Development and Industrial Corporation on economic development policy.

EDIC has, from time to time, met with the South Boston Residents Advisory Group, at their request, to respond to their questions about BMIP plans.

4. Describe any other impacts of the proposed project, both positive and negative, on low- and moderate-income persons and members of minority groups.

This UDAG proposal will have many impacts beyond the capital improvements to be completed. The most obvious benefit will be the hastening of full development of the Boston Marine Industrial Park; an event which will realize the generation of more than 3,000 permanent jobs. Of this total, UDAG activities will account directly for the retention of permanent jobs at Dry Dock #4 as well as new jobs in the remainder of the Park.

Levels of employment such as these will serve as an impetus for further economic activity to the local economy which hinge on the UDAG project. The 773 jobs retained and the 1,319 newly created jobs will result in a direct economic impact of \$29.3 million additional dollars gross annual income. The total direct and indirect economic impact on Boston is \$35.4 million. Full development of the BMIP with 3,500 jobs is expected to generate annual gross income approaching \$48.9 million. The secondary impacts on the local economy from these levels of gross annual income are significant; the Boston SMSA regional economy will realize an annual import of \$83.7 million.

Prospects for capturing jobs for Boston residents at the BMIP are encouraging. Currently, Boston residents have captured 60% of the total employment at the BMIP; a reflection of highly favorable skills match. New jobs at the BMIP are expected to maintain or increase that ratio.

As part of the effort to maintain a high job capture ratio, EDIC is now operating a Job Training Center at the BMIP (an expansion of that facility is contained in this application). The Center has been successful at attracting low skilled people, especially minorities, into its programs. By fully utilizing its "pre-hire" approach, the Center has a high placement rate. EDIC works closely with all new tenants on their training and personnel needs, and makes tailor-made use of the Center to meet tenant needs. This concerted effort ensures that low income and minority groups will take full advantage of the economic opportunities afforded by the generation of new jobs at the BMIP.

Operations at the BMIP by EDIC and its tenants will develop approximately \$10 million annually in sub-contract work in the short term. This will increase to approximately \$18 million annually. Low income and minority people will participate in these activities of the new jobs created by the sub-contractors.

C. NATURE AND EXTENT OF FINANCIAL PARTICIPATION BY PRIVATE ENTITIES

1. List of Private Participants

	Name and Address	Amount	Evidence of Commitment Attached	Estimated Date for Securing Legally Binding Commitment
(1)	Braswell Shipyards P.O. Box 2163 South Boston, MA 02106	\$ 1,000,000	Yes	April 1978
(2)	Hometech Modular Housing 660 Summer St./Bldg. 16 South Boston, MA 02127	\$ 3,000,000	Yes	April 1978
(3)	Marlyn Eng. & Utilities 660 Summer St./Bldg. 17 South Boston, MA 02127	\$ 502,000	Yes	April 1978
(4)	Ship Repair Firms	\$ 4,500,000	(1)	N/A
(5)	N.E. Ocean Services 660 Summer St./Bldg. 29 South Boston, MA 02127	\$ 20,000	Yes	April 1978
(6)	Gilflex Inc. 660 Summer St./Bldg. 24 South Boston, MA 02127	\$ 6,000	Yes	April 1978
(7)	Ind. Packaging Corp. (IPAK) 660 Summer St./Bldg. 54 South Boston, MA 02127	\$ 10,000	Yes	April 1978
(8)	Caldar Welding Co., Inc. 660 Summer St./Bldg. 17 South Boston, MA 02127	\$ 45,000	Yes	April 1978
(9)	Foreign Trade Zone 660 Summer St./Bldg. 32 South Boston, MA 02127	\$1,010,000	Yes	April 1978
	TOTAL	\$10,093,000		

1. Private investment of \$4.5 million will be derived from a variety of private users of the Dry Dock facility over a 3 to 4 year period.

2. Participant Selection

All participants are current tenants at BMIP except (4), (2), and (9) and (4) will be leasing a dry dock in February of 1978. Tenants in (9) will be arriving after the \$1 million EDA funded renovation of Building #32 is complete and (2) is currently under lease negotiations.

3. Has the applicant reviewed the private participants' qualifications to complete their participation in the project and found them to be satisfactory? X yes no

4. Does any member of the governing body of the applicant, or any officer or employee of the applicant, who exercises any functions or responsibilities in connection with carrying out the project, have any direct or indirect personal interest in the private participants or in properties within the area of the proposed project? yes X no

D. NATURE AND EXTENT OF STATE FINANCIAL PARTICIPATION

<u>Source of Funds</u>	<u>Amount</u>	<u>Status</u>	<u>Date by Which Funds Will be Made Available</u>
C.E.T.A. Title I 112 Operation	\$150,000	3	January 1978

E. NATURE AND EXTENT OF FINANCIAL PARTICIPATION BY OTHER PUBLIC ENTITIES

	<u>Federal Sources</u>	<u>Amount</u>	<u>Status</u>	<u>Date by Which Funds Will be Made Available</u>
1.	EDA LPW Grant #01-51-27110 Renovations @ JTC (Shop area for marine electronics)	\$ 85,000 (from \$803,000)	5	September 1977
2.	<u>Local Sources</u> CETA Title I - JTC student stipend (allowance)	 \$126,000	 1	 April 1978
3.	<u>Total Federal and Local Resources</u>	 \$211,000		

F. EXTENT TO WHICH THE PROJECT REPRESENTS A SPECIAL OR UNIQUE OPPORTUNITY

In order to revitalize Boston's economic base, the Economic Development and Industrial Corporation of Boston was created. As part of the legislation, it was found that persistent unemployment and under-employment exists in the City and that this has been caused, in part, by industrial and manufacturing companies moving from the City, that many industrial facilities are underutilized or abandoned and that the industrial sector of the economy provides the greatest opportunities for returning better jobs to City residents.

One project undertaken by EDIC is the Boston Marine Industrial Park at the site of the former South Boston Naval Annex which was officially closed in 1974.

Located within a blighted area which has subsequently been declared an economic development area, the BMIP project presents a clear opportunity for the creation of a municipally owned urban industrial park for the principal purpose of returning to the site, and Boston, some of the jobs lost by the Navy closure in 1974.

The most effective reuse of the former shipyard, as identified by a comprehensive land use study,¹ was found to be industrial development. This unique site is especially well suited for ship-building, ship repair through use of the two dry docks, and for general marine-related industrial use.

The elements of the redevelopment strategy that are under planning and actual development at the BMIP now include: the re-activation of ship repair at the dry docks; the development of employment training programs tailor-made to real work opportunities at the BMIP and elsewhere in the City; the establishment of a foreign trade zone; the expansion of private marine-related and other industrial development; and the implementation of an export stimulation program.

By coincidence, the UDAG project's goals are consistent with those of EDIC's legislative mandate and with those stated in BMIP's Economic Development Plan. For example, the UDAG project at the BMIP attempts to revitalize the economic base of the City through the reuse of under-utilized older waterfront facilities which will generate more tax revenues. Even with the servicing of new industrial facilities, most communities have found that the taxes paid by them usually exceed their costs by a wide margin.

1. Land Use and Transportation Study, Boston Naval Shipyard for BRA and EDIC; Wallace, Floyd, Ellenzweig, July 19, 1974.

Another critical endeavor of the UDAG project at the BMIP is the expansion of job training and employment opportunities to low and moderate income persons and members of minority groups who are residents of Boston. Finally, the UDAG policy for leveraging private investment is congruent with the development strategy at the BMIP project. To date, \$11,400,000 of other public and private funds have been channeled into strategic operational programs and capital improvement projects at the BMIP. CETA and EDA grants amounting to \$4,281,600 have been awarded to the EDIC for the development of the Job Training Center. More than \$1,000,000 from an EDA grant has been slated for the renovation of the 360,000 square foot Building #32, the old Navy Supply Building, to house the multitude of firms who will find it advantageous to operate within the foreign trade zone. Providing private industry with basic raw space within the zone where they are able to import foreign-made goods for light re-manufacture and assembly will encourage them to make private investments in the form of leasehold improvements. This action should render this much needed facility, nestled in the heart of Boston's Harbor, operational in two years.

However much of a joint effort the BMIP project has been over the few years it has been in operation, more leveraging is needed to accelerate the marketing of the remaining under-utilized buildings and other waterfront facilities. Refer to Table 4 for the capital improvements and operating investments that have already been made at the BMIP. Note also the significant effort from both State and City CETA sources, to date, at the Job Training Center.

In addition to the annual rental income cash flow of almost three quarters of a million dollars, the private investment by tenants for repairs and renovations has reached \$800,000. It is expected that with the receipt of the UDAG funding, another \$10 million of private investment will be made by 1982 to upgrade facilities.

Viewed from a regional perspective, the BMIP has several unique physical attributes. In Boston Harbor there is no other large site with such waterfront industrial development potential. The site is served by rail and is within a mile of regional and inter-regional expressways.

Situated on the outer end of Boston Channel, with approximately forty feet of draft at mean low tide, the BMIP has incredible major shipping access strategically located close to the North Atlantic. Boston is one day's sailing closer to European markets than New York and other East coast ports. The BMIP is just one and a half miles from the center of Boston's financial district.

Logan International Airport is one mile across the Harbor Channel and no more than four miles by vehicle. Also, the major approaches to Logan, Runways 90 and 04R, pass to the side of the site, but its close proximity to the Airport renders the site less desirable to uses other than industrial.

TABLE 4
BOSTON MARINE INDUSTRIAL PARK
ACTIVITY BY FUNDING SOURCE AND STATUS*
(UDAG Activities Excluded)
(\$000)

	CAPITAL EXPENDITURES					OPERATIONAL EXPENDITURES					TOTAL	
	Private	State (CETA)	Federal	City	Total	Private	State (CETA)	Federal	City (CETA)	Total	Cap. & Oper.	
Job Trng. Ctr.	-	290(C) 210(C)	421(U) ^a 280(U) ^b	-	1,201	-	385.6(C) 1,500 (U) 595 (P)	-	600(C)	3,080.6	4,281.6	
Foreign Trade Zone	-	-	729.4(U) ^c	312.6(U)	1,042	-	-	143(U) ^e	-	143	1,185	
Priv. Inds.	800(C)	-	-	-	800(C)	-	-	-	-	-	800	
Other Public	-	-	2,709(U) ^d	1,987.4(U)	4,696.4	-	-	-	-	-	4,696.4	
	800	500	4,139.4	2,300	7,739.4	-	2,380.6	143	600	3,223.6	10,963	

* Status of Funding: U (underway); C (completed); P (proposed)

- a. from \$803,000 LPW grant #01-51-27110, Job Training Center Renovation
- b. from \$803,000 LPW grant #01-51-27110, Job Training Center Equipment
- c. from \$3.438 million EDA #01-01-01464, Building #32 renovations (foreign trade zone)
- d. from \$3.438 million EDA #01-01-01464, Building #53 & 18 renovations, repairs to Dry Dock #3
- e. from \$143,000 EDA grant #99-6-09678, Technical Assistance Grant

The replacement value of the two most critical waterfront facilities, the dry docks, is an estimated \$60-150 million. The marginal investment at Dry Dock #4 for preservation of the physical facility as well as the in-place jobs is a very worthy effort.

It is very apparent that the BMIP is a project aimed directly at the heart of Boston's unemployment problem. The UDAG project, as part of the larger BMIP effort, will be the key to full development potential at the Park. The City's efforts to date have been significant. It is here that Boston has been developing primary permanent jobs at a time when transfer payments have been soaring.

By comparison, it is difficult to find a more appropriate project within the City, if not within the New England region, which already has a proven record of success; which is more appropriately aligned with UDAG objectives of leveraging private capital and thereby revitalizing the economic base of the City; and which provides opportunities to disadvantaged groups within the City such as the 100% placement of the recent graduates from the Job Training Center.

The BMIP is a major on-going economic revitalization effort within The Boston Plan. Jobs generated there have significantly contributed to the reversal of the economic plight within Boston's manufacturing sector of the economy.

Unlike any other city sponsored commercial activity, the BMIP strategy of economic revitalization has several interrelated components:

- The development of primary shipbuilding and repair jobs with higher than average City and regional multiplier effects
- The simultaneous implementation of job training programs for disadvantaged groups in Boston for job opportunities at the BMIP and elsewhere
- The re-marketing of industrial space for light industry and other marine-related industrial development made possible by improvements to the existing infrastructure
- The establishment and improvement of industrial space for the operation of a foreign trade zone
- The establishment of the only Federally funded export stimulation program in the country

It is clear that the UDAG project at the BMIP presents a unique opportunity for HUD to join in with other Federal agencies, such as EDA and D.O.L., as well as private investors, to accelerate the on-going process of urban economic revitalization of Boston's historic commercial port. No other project in Boston will have such a profound effect on its economy. HUD's participation in this landmark effort will help reverse the long pattern of decline of commercial activity in Boston's port and will serve as a catalyst for redeveloping some 300 additional under-utilized adjacent waterfront properties.

Thus, through the UDAG project assistance at the BMIP at this critical point in its redevelopment, HUD will be able to clearly demonstrate to others how public funds can be magnified by private investment, how the bond between private and public entities can be solidified, and most importantly, how jobs lost by a direct Federal action can be most cost-effectively restored.

G. DEMONSTRATED CAPACITY OF APPLICANT IN CARRYING OUT HOUSING AND COMMUNITY DEVELOPMENT PROGRAMS

Reference Source: GRANTEE PERFORMANCE REPORT (March 14, 1977)

Refer to:	<u>Form</u>	<u>Page</u>	<u>Item Number(s)</u>
(A)	HUD-4070 (1-76)	17	31
(B)	do	18	31, 32, 33, 34, 35, 36 & 38
(C)	do	19	38
(D)	do	20	38
(E)	do	21	38
(F)	do	28	94
(G)	do	53	140
(H)	do	58	158
(I)	do	59	168

H. FEASIBILITY OF ACCOMPLISHING THE PROJECT IN A TIMELY FASHION WITHIN THE TOTAL RESOURCES

1. Status of Environmental Clearance

☐ Assessment has not begun. Estimated starting date: _____
☐ Assessment underway. Date assessment will be completed: _____
☐ Finding made. Project does not require an EIS.
☒ Finding made. Project requires an EIS. (Draft completed)
☒ Estimated date for completion of environmental clearance: April 1, 1978
☐ Environmental clearance completed. Request for Release of Funds is attached.

2. Status of Other Required Local Actions

None required.

3. Administrative and Legal Mechanisms

The Economic Development and Industrial Commission will be the agency responsible for overall project management and implementation for this project. A legally binding agreement will be made between the City of Boston and the Economic Development and Industrial Commission to administer this project. EDIC has the administrative experience with Federal Agencies and will comply with all HUD rules and regulations in carrying this project out.

4. Project Schedule

<u>Activity</u>	<u>Starting Date</u>	<u>Completion Date</u>
Preliminary Drawings	April 1978	August 1978
Construction Documents	Sept. 1978	Dec. 1978
Bidding and Contract Execution	Jan. 1979	Feb. 1979
Rehabilitation of Utility Systems	March 1979	Jan. 1980
Repairs to Piers #5 & #6	March 1979	June 1980

PART V

**EVIDENCE OF PRIVATE AND
OTHER PUBLIC COMMITMENTS**

LETTERS OF COMMITMENT/SUPPORT

Exhibit I: Evidence of Private Commitments

- Braswell Shipyards, Inc.
- Hometech Modular Housing Systems, Inc.
- Caldar Welding Co., Inc.
- New England Ocean Services, Inc.
- Independent Packaging Incorporated
- Gilflex Rental
- Marlyn Utilities (not here yet)

Exhibit II: CETA (State) 112 Funding

Agreement for operating Job Training Center for FY 1977, \$435,608. Similar agreement for FY 1978 funding, \$745,000, is in process of being finalized. UDAG component is for \$150,000.

Exhibit III: CETA (City)

Agreement for City to provide allowance of \$2.30/hour for those attending training program in 1977. Similar agreement for operation of marine electronics component is presently being negotiated (\$126,000).

Exhibit IV: EDA Title I offer of grant

\$85,000 of grant total (\$803,000) to be allocated for building renovation for marine electronics component; the equipment will be purchased under UDAG grant.

Exhibit V: Job Training Center

Letters of Support.

- Braswell Shipyards, Inc.
- Bath Iron Works
- General Ship & Engine Works, Inc.
- Bethlehem Steel Corporation
- Digital Equipment Corporation

Exhibit VI: Other BMIP Federal Assistance Commitments

- 1978 CETA 112 operation, \$745,650
- Skilled Training Improvement Program (STIP) \$1.5 million
- EDA Boston Marine Industrial Park Project \$4.9 million

BRASWELL SHIPYARDS, INC.

2026 MEETING STREET

LOCATIONS:

CHARLESTON (803) 577-4892

BOSTON (617) 426-1722

NEW YORK (212) 875-2490

DRYDOCK FACILITIES -
CHARLESTON & BOSTON

CHARLESTON, SOUTH CAROLINA 29405

MAILING ADDRESS:

P.O. BOX 317
PLEASANT, S. C.
29664

28 December 1977

Boston Marine Industrial Park
660 Summer Street
Boston, Mass. 02127

Dear Mr. Westgate:

This is to respond to your request for information about Braswell Shipyards' plans for improving the waterfront facility we currently lease at the Boston Marine Industrial Park.

Braswell Shipyards has been a tenant at the Boston Marine Industrial Park since November 1, 1975. During the period, we have made repairs and renovations that amount to \$300,000 in order to bring the facility up to operating condition.

We have, over the years, been able to increase our productive capacity from a workforce of 15 to the current average of 600 in the ship repair and related job sectors. This early growth in productivity stems from the suitability of the former Navy facility to our needs as a ship repair operator. Our contract work with the U.S. Navy accounts for a significant portion of our annual gross sales. The outlook for bid awards for the upcoming years appears even brighter than it had been. The shift in Navy policy to provide more private contract work partially explains our optimism.

We feel that, with more intensive use of the facility expected, especially increased usage of the drydock, further investment will be warranted by Braswell. While it is, of course difficult to accurately estimate the amount of investment that will be needed, it is reasonable, based upon past experience, to expect it to approach \$1 million.

However, in order to feel that our projected investments at this facility will be secure, Braswell Shipyards would need a commitment from EDIC that it will make those basic improvements, such as the dry dock #4 repairs and upgraded water and sewerage systems at the BMIP, which are necessary for the continued viability of the park.


Boston Marine Industrial Park
660 Summer Street
Boston, Mass. 02127

Page 2

We are confident that the Boston Marine Industrial Park's initial success is simply an indication of its full development potential. We feel assured that our relationship with EDIC and our continued association with the BMIP will be enhanced with these much needed improvements.

Sincerely,

BRASWELL SHIPYARDS, INC.



E. S. Braswell

ESB:jr

HOMETECH MODULAR HOUSING SYSTEMS, INC.

January 6, 1978

Mr. Michael Westgate
Executive Director
EDIC
60 Congress St.
Boston, Mass.

Attn: James Mega

Dear Mr. Westgate:

As you are aware, Hometech is about to make a long-term commitment to lease prime waterfront industrial space in Buildings 16 and 31 on the Jetty at the BMIP as well as the land area around them.

Our cost estimate for adapting the primary space in Building 16 to an industrial assembly line for the production of exportable modular homes is \$1,200,000; this will permit us to operate. Additional expenditures will be made over the coming years that will amount to perhaps \$1.8 million as we expand our operation into Building 31.

We expect, with an initial workforce of 350, that production capacity will be 10 modules per day. However, if demand escalates progressively, we will increase the workforce to 550 at this facility.

After reviewing our industrial utility service for full production, we have found that the water supply and sanitary and storm sewer systems will need repair to handle our expected demands. With our concrete batch process, we will be making heavy demands on the water system.

While we do not expect to have any unusual effluent requiring a quality approval, we feel that some patch repairs to the overall systems, both sanitary and storm, would be needed. We expect that these improvements are ones EDIC would be committed to if Hometech is to feel that their projected investments at the Park will be secure.

We look forward to the day when we are fully operational at the Park and expect that by then the park will be well on its way to full development. By making the basic infrastructure improvements at the BMIP, EDIC will be assured of a strong and lasting relationship with Hometech.

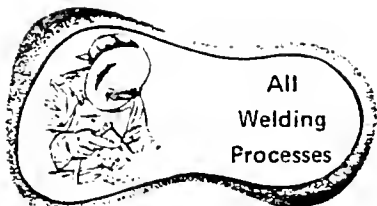
Sincerely,

HOMETECH MODULAR HOUSING SYSTEMS, INC.



Frederick J. Barletta
President

FJB:s



426-4588

426-4589

CALDAR Welding Co., Inc.

BOSTON MARINE INDUSTRIAL PARK, BLDG. #17
660 SUMMER ST., BOSTON, MASSACHUSETTS 02210

BOILER ERECTORS AND REPAIRS

*Boiler Retubing
Pipe Covering & Insulation*

*Certified Welding
Condenser Repairs*

*Metal Fabricators
Refractories*

January 5, 1978

Mr. Michael Westgate
Executive Director
EDIC
60 Congress St.
Boston, Ma.

Attn: James Mega

Dear Mr. Westgate:

Caldar Welding Co., Inc. is pleased to reply to your request for future capital improvement expenditures at the Boston Marine Industrial Park.

As you know, Caldor has been leasing both land and industrial building space at the park since 1976. To date we have invested at least \$20,000 to upgrade our space so that we can operate.

We expect to continue our operation at the BMIP for two very basic reasons: first, the demand for marine-related welding is increasing and, second, the space we now lease is very well located and suitable for a marine welding operation as well as for the production of boilers.

Over the next few years we estimate that the capital improvements Caldor will be making will approach \$45,000. This expenditure is based on our projected workload and past experience.

We have noticed that some of the utility lines serving our space need overhauling. I am sure you realize that we will be making heavier demands on these service lines in the upcoming years. We therefore, would need to know that EDIC would be making a commitment to improve them.

We are confident that the park will be growing, especially now that the renovations to the adjacent foreign trade zone will be commencing in a few months. Moreover, it would benefit many other tenants here if EDIC would make these improvements now before they become overloaded.

Sincerely

Albert A. Caldarelli

NEOS

NEW ENGLAND OCEAN SERVICES, INC.,
BLDG 29, BOSTON MARINE INDUSTRIAL PARK,
60 SUMMER STREET, BOSTON MASSACHUSETTS 02210

TELEPHONE (617) 482-6751

January 6, 1978

Mr. Michael Westgate
Executive Director
EDIC
60 Congress St.
Boston, Mass.

Attn: James Mega

Dear Mr. Westgate:

This letter is in response to your request for information regarding improvements to be made by our firm, New England Ocean Services, at the Boston Marine Industrial Park.

NEOS is currently in its second year of operation at the BMIP. During this period, we have invested between three and five thousand dollars to bring our physical plant up to an operational level.

NEOS constructs shallow water submersibles and rents out their services as exploratory, repair, or investigative craft. With increasing interest being shown in the rehabilitation of the waterfront, and a strong possibility of offshore oil drilling on George's Bank commencing soon, there will be many opportunities for NEOS to expand its operations. We expect that we will be able to expand our productive capacity from its current level of 6 jobs to a workforce of 30-40 by 1982.

We feel that an increased demand for our diving equipment and services will result in a more intensive use of the facility, and that further investment will be both warranted and required. While it is, of course, difficult to accurately estimate the amount of investment that will be needed, it is reasonable, based on our projected level of expansion at Building #29, to expect it to approach \$20,000 by Dec. 1982.

However, in order to feel that our projected investments at this facility will be secure, NEOS would need a commitment from EDIC that it will make those basic improvements, such as the upgrading of the water and sanitary sewer systems, which are necessary for our continued tenancy and the overall viability of the park.

We are confident that EDIC's efforts at the BMIP are only an indication of the Park's full development potential. We feel assured that our relationship with EDIC and our continued association with the BMIP will be enhanced by these critical improvements.

Sincerely,

A handwritten signature in cursive script, reading "Mike Dembowski".

Mike Dembowski
Director, Mechanical Eng.

cc J. Mega



Independent Packaging Incorporated

January 5, 1978

Mr. Michael Westgate
Executive Director
EDIC
60 Congress St.
Boston, Mass.

Dear Mr. Westgate:

I-PAK is pleased to respond to your request for information regarding improvements to be made by our firm at the facility we are now leasing at the BMIP.

As you know, I-PAK is currently in its second year of operation at the BMIP. During our tenancy, we have invested several thousand dollars in Building number 54 to make the interior changes necessary for our operation.

Based on the most recent economic forecasts, we feel that demand for our services will be increasing over the near term. We expect to expand our workforce from its current level of 10 positions to 30 by 1982.

We feel that with this increased demand, more intensive use will be made of our existing facility. In order to provide for more efficient production, we will be making some leasehold improvements that will amount to at least \$10,000.

We would feel more secure in making these improvements if EDIC could make a commitment to carry out some basic utility improvements such as upgrading the water and sewer systems. We will be relying more heavily upon them in the near future.

We feel confident that EDIC's management of the BMIP will include these much needed repairs.

Sincerely,

INDEPENDENT PACKAGING, INC.

A handwritten signature in cursive script, reading 'Gil Sullivan'.

Gil Sullivan
President

GS/mb

EW ENGLAND'S LARGEST DISTRIBUTOR OF PLASTIC, METAL AND FIBER CONTAINERS

60 Summer Street Boston Massachusetts 02210/617 482-0222



Gil-Flex Rental

660 Summer Street
So. Boston, Mass. 02127
(617) 482-2628

January 5, 1978

Mr. Michael Westgate
Executive Director
EDIC
60 Congress Street
Boston, Massachusetts

Attn: James Mega

Dear Mr. Westgate:

We are conveniently located here at the BMIP near many of our clients. Gil-Flex expects to continue leasing both office space and land for the operation of our truck leasing business.

Fortunately, the land we now use for storage of the truck trailers is protected by the BMIP security force. This saved us a substantial investment in fencing.

We have made some leasehold improvements for our office operations. We expect to commit another two thousand dollars for these improvements in the near future.

We expect that EDIC will be improving the structural aspects as well as the physical appearance of the BMIP in the future. We would feel that Gil-Flex should expect EDIC to make a commitment to these improvements.

Sincerely,

A handwritten signature in black ink, appearing to read "Nick Papadopoulos", written over a horizontal line.

Nick Papadopoulos
Gil-Flex Rental

NP/mt

Gil-Flex Rental
One of the Flexi-Van Companies



MARLYN ENGINEERING CORPORATION, 739 BOYLSTON STREET, BOSTON, MASSACHUSETTS 02116. 617/262-0527

January 10, 1978

Mr. Michael Westgate
Executive Director
EDIC
60 Congress Street
Boston, MA

Attention: Mr. James Mega
Re: Water mains at BMIP, upgrading of

Dear Sir:

Marlyn in the operation of providing steam to customers, has made a major capital investment of \$500,000.00 in the steam plant and steam distribution system at BMIP during the past 18 months. It is expected that the total investment will amount to \$1,500,000.00 over the next ten (10) years.

This business is dependent on a guaranteed water supply, accordingly, it is requested that the subject upgrading of the water mains at BMIP be performed at the earliest convenience as a matter of protection on our company investment.

Sincerely,

Leo V. Zaccaria
LVZ:mm



The Commonwealth of Massachusetts

Department of Education

182 Tremont Street, Boston 02111

DIVISION OF
OCCUPATIONAL EDUCATION

May 12, 1977

Mr. Michael Westgate
Boston EDIC
60 Congress Street
Boston, Massachusetts 02109

Dear Mr. Westgate:

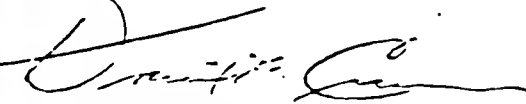
SUBJECT: <u>E.D.I.C. Job Trng. Center</u>	<u>CETA 177-1(1) (2) (3)</u>	<u>CETA 177</u>	<u>FY 77</u>
PROGRAM NAME	PROPOSAL #	NFA #	FISCAL YEAR

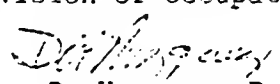
This is to inform you that your program Operating Agreement (proposal) submitted for Public Law 93-203 (CETA, Section 112) funding consideration has been processed through the Division of Occupational Education. We are pleased to inform you that your Operating Agreement (proposal) meets with our approval. Concurrently, the Office of Economic Affairs has reviewed the Operating Agreement and concurs with the approval action. Approval is contingent upon correction of the attached list of discrepancies regarding clarification or explanation of questioned entries.

However, we would like to recall to your attention that no funds should be expended or legally obligated by a training agency in anticipation of a grant award until the following communication has been received from the Division of Occupational Education: official notification letter stating that the Department of Labor has approved the Prime Sponsor Non-financial Agreement (modification) under which your training agency's Operating Agreement (proposal) is being submitted. Neither the State Board of Education or any of its agents should be held liable for such unauthorized expenditures or obligations.

Should you have any questions concerning this matter, please contact Domingo Vazquez, CETA Director, Division of Occupational Education at 727-5731.

Sincerely,


David F. Cronin
Associate Commissioner
Division of Occupational Education


cc: D. Vazquez, P. Paris, J. Duggan, R. Jordan, Master File, M. Daley



*The Commonwealth of Massachusetts
Executive Office of Economic Affairs
Department of Manpower Development*

MICHAEL S. DUKAKIS
GOVERNOR

HOWARD N. SMITH
SECRETARY

*State Manpower Services Council
Charles F. Hurley Building, 4th Floor
Government Center, Boston, Mass. 02111*

B. J. RUDMAN
ASSISTANT SECRETARY

RALPH E. JORDAN
EXECUTIVE DIRECTOR

May 12, 1977

Mr. Domingo Vazquez
Acting CETA Director
Division of Occupational Education
182 Tremont Street
Boston, Mass. 02111

Dear Mr. Vazquez:

Please be advised that by this letter, the State Manpower Services Council takes the following action:

XXX Approves
 Conditionally approves*
 Rejects

relative to the following:

Boston Economic Development and Industrial Corporation Operating Agreement
Total of \$435,608.

*Actions required to achieve full approval:

_____ by _____
_____ by _____
_____ by _____

Please so notify the prime sponsor and training agency involved.

If you have any questions, please contact Richard Paris of my staff, at 727-1426.

Sincerely,

Ralph E. Jordan
Executive Director
State Manpower Services Council

The Commonwealth of Massachusetts

AUTHORIZATION OF SERVICES

Form AF-4 (5)

AGENCY NAME Office of Manpower Affairs		DIVISION State Manpower Services Council		DATE PREPARED May 1, 1977
APPROPRIATION ACCT. NO. 000-1602	AGENCY SEQ. NO. 77-81	OBJECT CODE 149	FUNDS <input type="checkbox"/> STATE <input checked="" type="checkbox"/> FEDERAL	

TYPE OF REQUEST: Check if applicable

- ☐ This is a request to renew or modify a previously approved authorization dated _____, reference no. _____
- ☐ This is a request for a blanket service authorization. Justification is shown below in item 2.

DESCRIPTION OF SERVICES AND JUSTIFICATION:

3. DURATION

The contractor shall provide skill training to the City of Boston
ETA participants in accordance with the program description attached
(Exhibit A).

May 1, 1977 - Dec. 31, 1977

CONTRACTORS: (not required if blanket services)

(IF INSUFFICIENT SPACE, ATTACH SEPARATE STATEMENT)

A. Names & addresses

The Boston Economic Development and Industrial Corporation
60 Congress Street, Boston, Mass. 02109

B. Qualifications

See attached

C. Other income from the Commonwealth or subdivisions

SOURCE

\$

AMOUNT

See attached

D. Names & addresses of other persons having any financial interest in the contract (incl. ownership of +1% corp. stock)

See attached

COMPENSATION: A. Rate \$

per

(SERVICE OR PRODUCT)

B. Maximum obligation \$

435,6

RATE APPROVAL: The above rate is - (check applicable items)

- ☐ In compliance with rate schedules - (service or classification: _____)
- ☐ Lowest qualified bid or proposal from three or more bids or proposals.
- ☐ Not in excess of previously approved rate for these services.

Subject to approval of the ☐ Personnel Administrator ☐ Rate Setting Commissioner

☐ APPROVED ☐ NOT APPROVED - Reason: _____

_____, Administrator/Commissioner

SIGNATURE

DATE

O THE COMPTROLLER:

It is hereby certified under penalty of perjury that, to the best of my knowledge and belief, all statements made on both sides of this form are true and that I am familiar with G.L. Chapter 29, Section 29A, Chapter 1230 of the Acts of 1973, and Administrative Bulletin 74 - 4. It is also certified that sufficient funds are available in the above appropriation account for the purposes of this authorization.

Edward J. Ruppel Assistant Secretary

AGENCY HEAD

TITLE

5-13-77
DATE

AUTHORIZATION ☒ APPROVED ☐ NOT APPROVED - Reason: _____

Howard N. Smith

SECRETARY'S SIGNATURE

Manpower Affairs
EXECUTIVE OFFICE

5-13-77
DATE



Boston Marine Industrial Park

Managed by
The City of Boston
Kenneth H. White, Mayor

Memo of Understanding

The Economic Development and Industrial Corporation of Boston and the Boston Manpower Administration mutually agree in this Memorandum of Understanding to the following stipulations:

A. Outreach/Recruitment for Job Training Center Intake

1. To be performed by Action for Boston Community Development (ABCD), Opportunities Industrialization Centers, Neighborhood Employment Centers and Assessment Center, and the Deer Island Assessment Center.

Procedures include:

- a) notifying and informing local welfare offices, the Division of Employment Security (DES), and Community based organizations
- b) placing public service announcement in local newspapers, radio, and television
- c) search of assessment files for clients who can meet program entrance requirements

B. Intake for the Job Training Center

1. To be performed by the Neighborhood employment center
2. Intake procedures include
 - a) assisting applicants in completing applications
 - b) making out client charge of status forms
 - c) determining DETA eligibility
 - d) sending CETA eligible clients to assessment

C. Assessment for Job Training Center

1. To be provided by ABCD, OIC and Deer Island Assessment Centers
2. To be conducted at the Assessment Centers
3. Assessment procedures include:
 - a) administering of vocational and academic assessment tests,

specifically the use of selectable, ABLE II, Bolt, and taking of informal writing samples.

- b) determining applicants aptitudes, skills, interest through the administration, the Singer Graflex and Jewish Vocational Work Sampling Tests.
- c) writing up prescriptive vocational report on each client referred to the Job Training Center. These reports will be used by counselors and instructors to develop an employability plan.
- d) referring clients with appropriate aptitudes and readiness to the Job Training Center
- e) EDIC and/or Boston Manpower Administration may establish such additional outreach/recruitment/intake/assessment centers as they may determine to be necessary.

→ D. Allowance Payment System for Job Training Center will be Administered by Mass. DES

A stipend of \$2.30 per hour of attendance will be provided for each trainee with CETA Title I allowance funds. Trainees checks will be disbursed by the Division of Employment Security. DES will be responsible for verifying income eligibility of clients enrolling with the Job Training Center. EDIC, or its subcontractor, will have final determination of allowances paid.

E. Job Development/Placements and Vocational Counseling to be Provided by Mass. DES

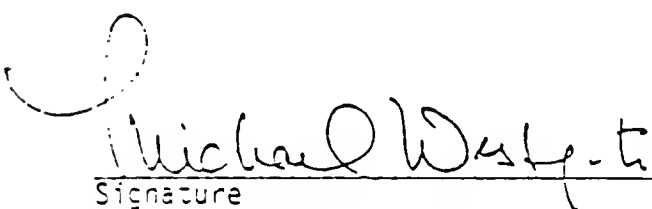
- 1. Vocational counseling includes assigning one counselor to assist the Job Training Center Trainee Services Unit.
- 2. Job Development/Placement procedures include:
 - a) assigning 2 DES Job Placement Counselors to the Job Training Center
 - b) contacting and developing potential job placements with Boston area industries for trainees at the Job Training Center
 - c) advising and orienting students to the job opportunities within their field in area labor-market Boston
 - d) assisting BMIP Job Training Center counseling staff train clients in job strategy and search techniques
 - e) follow-up of terminees

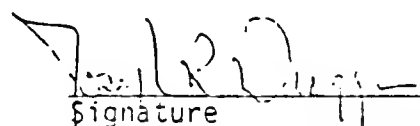
The following services will be provided by the Job Training Center:

- A) Full physicals
- B) Assessment Center Staff Orientation to program operated by and through the center
- C) Counseling directly related and oriented toward training issues
- D) Cooperative Activities with DES in placement of trainees completing programs at the Job Training Center
- E) A Related Education Program which includes basic math and written/oral communications
- F) Develop and Oversee Vocational Education Program in marketable skills for Boston residents.

4-15-77

DATE


Signature
EDIC Executive Director

 4-15-77
Signature
Boston Manpower Administration
Chief Administrator

cam

SEP 20 1977



UNITED STATES DEPARTMENT OF COMMERCE
The Assistant Secretary for Economic Development
Washington, DC. 20230

Project No.: 01-51-27110

Offer Date:

SEP 16 1977

OFFER OF GRANT

Pursuant to its authority under the Local Public Works Capital Development and Investment Act of 1976, as amended by the Public Works Employment Act of 1977 and subject to the Special Conditions (Exhibit "A") and the Standard Terms and Conditions (Exhibit "B-LPW") which are herein incorporated by reference, the Economic Development Administration, U. S. Department of Commerce (Government) offers a Grant not to exceed \$803,000 to the City of Boston, Suffolk County, Massachusetts, (Grantee) to provide financial assistance for renovations at Boston Marine Industrial Park Building 49, (Project) presently estimated to cost \$803,000.

This Offer, the Acceptance, the Special Conditions, and the Standard Terms and Conditions shall constitute the Grant Agreement. Acceptance of this Offer must be returned to the Economic Development Administration prior to SEP 30 1977

ECONOMIC DEVELOPMENT ADMINISTRATION

By:

Robert J. Hall
Assistant Secretary
for Economic Development

The above Offer of Grant is hereby
accepted.

Date: September 20, 1977

City of Boston
Legal Name of Grantee

By:

Kevin H. White
Kevin H. White
Signature and Printed Name

Mayor
Title of Accepting Official

.. CERTIFICATION (by authorized Official other than Accepting Official)

The person signing this acceptance was so authorized by the
Governing Body or Board of the Recipient.

Signature

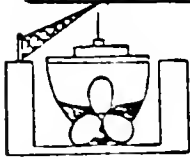
Herbert Gleason

Printed Name

Corporation Counsel
Title of Certifying Official

September 20, 1977

Date



BRASWELL SHIPYARDS, INC.

P.O. BOX 2163, BOSTON, MASS. 02106 (617) 426-1722

12 October 1977

Maurice Daly, Director
BMIP Job Training Center
660 Summer Street
Boston, Mass.

Dear Mr. Daly:

This letter is to confirm our agreement to assist the Job Training Center design training programs for the ship repair industry.

As you know, Braswell Shipyards, Inc. anticipates a continuing need for trained workers in the marine trades. We are especially interested in the minority groups, both male and female, and look forward to the opportunity of hiring Job Training Center graduates.

I personally appreciate your invitation to represent Braswell Shipyards on the Job Training Advisory Board.

Sincerely,

BRASWELL SHIPYARDS, INC.

A handwritten signature in cursive script, reading "Robert L. Sanders". The signature is written in dark ink and is positioned above a horizontal line.

Robert L. Sanders,
General Superintendent

BATH IRON WORKS CORPORATION
SHIPBUILDERS AND ENGINEERS
SUBSIDIARY OF CONGOLEUM CORPORATION
BATH, MAINE 04530

RECEIVED

JOHN F. SULLIVAN, JR.
PRESIDENT

JUN 27 1977

JUN 28 1977

MAYOR'S OFFICE

June 20, 1977

Hon. Kevin H. White
Mayor of the City of Boston
City Hall
Boston, Massachusetts 02201

Dear Mayor White:

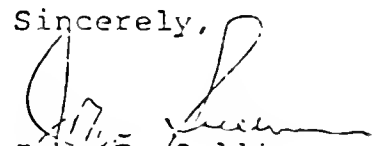
Our Vice President of Industrial and Community Relations, Robert M. Smith, recently came to us from a major industrial employer in the Greater Boston area. During his executive tenure with this firm, he became acquainted with the excellent programs offered by Wentworth Institute and is impressed with the quality of its graduates.

Bath Iron Works is fortunate to have in hand the largest backlog of new construction work ever accumulated in the company's long and distinguished history. Thus, we are anticipating a significant increased in skilled occupational opportunities at our shipyard over the next several years.

Therefore, we would welcome the opportunity to work with Messrs. Daly, Swanson and McNeil of your new Job Training Center in preparing potential candidates for the anticipated job openings. I would urge them to contact Bob Smith directly to arrange a meeting at their mutual convenience.

We look forward to the possibility of establishing a mutually effective source of skilled manpower.

Sincerely,


John F. Sullivan, Jr.

JFS:c

cc: R. M. Smith

**General
Ship &
Engine
Works
Inc.**

September 26, 1977

Mr. S. Allen Toothaker
Assistant Director
Job Training Center
Boston Marine Industrial Park
660 Summer Street
Boston, Massachusetts 02109

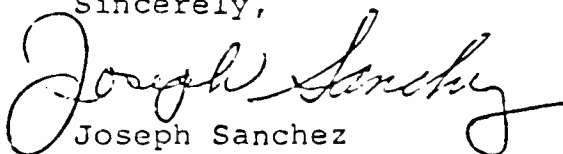
Dear Mr. Toothaker:

Thank you for taking time to come here and explain to me the functions and desired accomplishments of the Job Training Center. This is a much needed training program, especially in the Ship Repair Industry with which I am involved. I also recognize the need for this type of program.

I accept the invitation and opportunity to serve on the BMIP Job Training Center Advisory Board.

General Ship & Engine Works, Inc. will cooperate in so far as utilizing graduates of the Job Training Center.

Sincerely,



Joseph Sanchez
Vice President & General Manager

JS:sd

Bethlehem Steel Corporation

BOSTON YARD
256 MARGINAL STREET
EAST BOSTON, MASS 02128

W. C. BRIGHAM
VICE PRESIDENT, BETHLEHEM
G. S. HAMILTON
General Manager



12 October 1977

Mr. Maurice Daley
Job Training Center
Boston Marine Industrial Park
660 Summer St.
Boston, MA 02127


Dear Mr. Daley:

I accept your invitation to serve on the Job Training Center Advisory Committee.

Whenever possible and working thru the Equal Employment Opportunity rules we will consider graduates from the Training Center for employment in the Boston Yard of the Bethlehem Steel Corporation.

Very truly yours,

BETHLEHEM STEEL CORPORATION
BOSTON YARD


G. S. Hamilton
General Manager

GSH/L



31 October 1977

Mr. James A. Leitner
Special Assistant for Program Development
Employment and Economic Policy Administration
Boston City Hall
Room 703A
Boston, Massachusetts 02201

Dear Jim:

There are a number of employment opportunities for qualified Computer Electronics Technicians in the Greater Boston area. Many of the firms are located within a reasonable distance of the city, and pay salaries that allow people the freedom to commute. We recognize the continued need for trained Technicians. Programs, with strong curricula, that train these people will have a number of firms seeking their graduates. As economic conditions continue to grow, the need for Electronics Technicians will climb.

We would be glad to assist your Program in a curriculum advisory capacity. This is an important ingredient to the successful operation of a skills training program. If I can render further assistance, please don't hesitate to call.

Sincerely,

A handwritten signature in cursive script that reads "F. Robert Farrell".

F. Robert Farrell
Corporate Manufacturing Training

FRF:ln

The Commonwealth of Massachusetts
Executive Office of Economic Affairs

Department of Manpower Development

Charles F. Huebner Building, 14th Floor

Government Center, Boston, MA 02101

June 3, 1977

B. J. RUDMAN
 ASSISTANT
 SECRETARY

RAEL S. DUKAKIS
 GOVERNOR

WARD H. SMITH
 SECRETARY

RECEIVED

JUN 8 1977

Mayor Kevin H. White
 Boston City Hall
 1 City Hall Square
 Boston, MA 02201

MANPOWER ADMINISTRATION
 ADMINISTRATOR'S OFFICE

Dear Mayor White:

The State Manpower Services Council staff has prepared a program emphasis statement (enclosed), which is expected to be endorsed by the Program Development Committee and the full Council. You should consider this emphasis statement in developing your Fiscal Year 1978 plan for Section 112 vocational education funds.

The Boston Prime Sponsor's planning level for Fiscal Year 1978 *57.* Section 112 vocational education programs will be \$745,650.

You should begin to develop your plan for providing vocational education and services under Section 112 in conjunction with the development of your area's Title I grant application. Nonfinancial agreements reflecting your plans to serve the area's vocational education needs should be negotiated with the Division of Occupational Education and the signed agreement submitted to Ralph E. Jordan, Executive Director of the State Manpower Services Council, before July 1, 1977. Once approved by the State Manpower Services Council, these nonfinancial agreements will be summarized and included in the Governor's Special Grant application for July 15 submission to the Employment and Training Administration of the Department of Labor.

State Manpower Services Council staff will be available to assist you in the development of your nonfinancial agreement for Section 112 funds.

BM 17 DIST
Duggan
Williams
Flower
Brown
Perley
Hillman

Sincerely,

B. J. Rudman
 B.J. Rudman

David F. Cronin
 David F. Cronin
 Associate Commissioner
 Division of Occupational Education

Enclosure

cc: Walter Williams

U.S. DEPARTMENT OF LABOR
Employment & Training Administration
John Fitzgerald Kennedy Federal Building

November 21, 1977

Boston, Massachusetts 02203



In reply
refer to: 1TGET

STIP

Subject: Grant #25-8-058-47
(CETA, Title III) - CITY OF BOSTON

Honorable Kevin M. White
Attn: Mr. Charles Atkins
Administrator, EEPA
Room 703, City Hall
Boston, Massachusetts 02109

Dear Mayor White:

Enclosed is your approved Annual Plan under the Skilled Training Improvement Program (STIP). Your staff is to be commended for their hard work in putting this program together in such a short time frame. It reflects well upon you and your overall CETA Program.

If there are any questions on any aspect of the attached STIP plan, please contact your Federal Representative.

Sincerely,

Garland S. Brewer

Garland S. Brewer
Associate Regional Administrator

Enclosure (NFA and Grant)

78-1

NOTICE OF FUND AVAILABILITY

2. PSA NUMBER

3. ANNUAL PLAN NO.

4. ANNUAL PLAN PERIOD

Start

End

PSA-25-8-058-00

25-8-058-47

11-21-77

5-21-79

5. GRANTOR

U.S. DEPARTMENT OF LABOR

EMPLOYMENT & TRAINING ADMINISTRATION

JOHN F. KENNEDY FEDERAL BLDG. RM. 1712

GOVERNMENT CENTER

BOSTON, MASSACHUSETTS 02203

6. GRANTEE

City of Boston

7. TITLE/PROGRAM OF ANNUAL PLAN

Title III STIP

A. FUNDING SUMMARY

FUND IDENTIFICATION

FY Title Type

PRIOR LEVEL

CHANGE ON
THIS NFA

NEW LEVEL

1. Carry-in Transfers

0

0

0

SUB-TOTAL

2. Federal Obligations

FY 77 Title III STIP

0

1,499,420.00

1,499,420.00

SUB-TOTAL

3. Total Fund Availability

0

1,499,420.00

1,499,420.00

B. REMARKS

C. ☐ This notification constitutes acceptance of your final reports for settlement of accounts under this annual plan. This settlement is subject to audit.

D. This NFA relates to annual plan modification number

APPROVED FOR THE GRANTOR BY:

FOR REGIONAL USE ONLY

NAME

MANUEL O'BRYANT

BOC

AMOUNT OF CHANGE

TITLE

Dep. Assoc. Reg. Admin.

SIGNATURE

DATE

Manuel O'Bryant

11-22-77

cc: P. L. N.
P. L. N.

JAN 3 - 1978



U. S. DEPARTMENT OF COMMERCE
ECONOMIC DEVELOPMENT ADMINISTRATION
ATLANTIC REGIONAL OFFICE
10424 FOB - 600 ARCH STREET
PHILADELPHIA, PENNSYLVANIA 19106

December 27, 1977

Michael Westgate
Executive Director
Economic Development & Industrial Corp. of Boston
60 Congress St.
Boston, Mass. 02109

Re: EDA Project No. 01-01-01464, Boston Marine Industrial Park

Dear Mr. Westgate:

We have reviewed and herewith approve the following proposed contract documents consisting of Engineering Plans and Specifications for Construction Renovation of Boston Marine Industrial Park, Project EDA No. 01-01-01464:

1. Repairs to Drydock Number 3
 - a-Repairs to stoplogs
 - b-Replacement of 54" Gate Valve
 - c-Installation of Drainage Pump
2. Renovation and Rehabilitation of Building Numbers 32 and 53
3. Renovation to Pump House Number 1

It should be noted that EDA approval of plans, technical specifications and construction cost estimates is to assure compliance with terms of the Grant Agreement and does not imply nor attest to the accuracy or completeness of design, dimensions, details, proper selection of materials, nor compliance with required codes or ordinances.

This letter is also a formal approval of your request to phase the above referenced project with the condition that the Grantee will finance any construction cost overruns and provide that each phase will result in a complete and functional facility.

Sincerely,

Casto P. Garcia, P.E.
Supervisory Project Manager

In reply refer to:
Project No. 14-01-01404

SEP 30 1976

Mr. Michael Westgate
Economic Development and
Industrial Corporation of Boston
60 Congress Street
Boston, Massachusetts 02109

Dear Mr. Westgate:

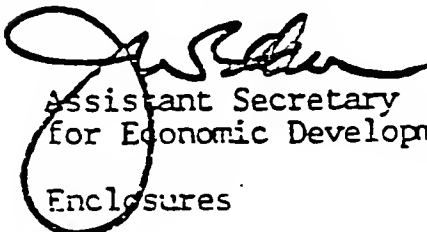
We are pleased to enclose herewith three copies, two of which have been signed, of an Offer of Grant in an amount not to exceed \$ 3,433,400 issued pursuant to your application for Federal assistance to construct or equip the Boston Marine Industrial Park.

The total project cost is \$ 4,912,000 , which is based on the line item estimates contained in Attachment No. 1 hereto.

Your acceptance should be indicated by the signature of your principal official on one of the signed copies of the Offer of Grant. The accepted copy should be returned to the Director, Atlantic Regional Office, Economic Development Administration, 600 Arch Street, Philadelphia, Pennsylvania 19106.

You are cautioned not to make any commitments in relation to this grant, nor to enter into negotiations relative hereto, until you have carefully reviewed the terms and conditions and have determined that you are in compliance or that you can comply therewith. Any commitments or undertakings entered into prior to obtaining the approval of the Government in accordance with its terms and conditions will be at your own risk.

Sincerely,


Assistant Secretary
for Economic Development
Enclosures

PART VI
SUMMARY OF PROPOSED
EXPENDITURES

PART VI-----SUMMARY OF PROPOSED EXPENDITURES

ACTIVITY	SOURCE OF FUNDS				TOTAL COST
	UDAG	PRIVATE	STATE	OTHER PUBLIC	
Land acquisition	0	0	0	0	0
Streets & site improvements	0	0	0	0	0
Parking facilities	0	0	0	0	0
Foundations & platforms	0	0	0	0	0
Pedestrian malls	0	0	0	0	0
Water & sewer facilities	347,457	0	0	0	347,457
Clearance & demolition	0	0	0	0	0
Rehabilitation	4,659,154	10,093,000	0	0	14,752,154
a. Commercial	0	0	0	0	0
b. Industrial	0	0	0	0	0
c. Residential	0	0	0	0	0
Construction					
a. Commercial	0	0	0	0	0
b. Industrial	0	0	0	0	0
c. Residential	0	0	0	0	0
Relocation	0	0	0	0	0
Other (list)					
a. Equipment-JTC	100,000	0	0	0	100,000
b. Operations-JTC	0	0	150,000	126,000	276,000
c. Renovation-JTC	0	0	0	85,000	85,000
Administrative costs (@ 2%)	102,132				102,132
Subtotal (sum of line 1 through 12)	<u>5,208,743</u>	<u>10,093,000</u>	<u>150,000</u>	<u>211,000</u>	<u>15,662,743</u>
Contingencies (Not to exceed 10% of line 13)(5%)	260,437				260,437
Program income	(- 53,920)				(- 53,920)
<u>TOTAL COST</u>	<u>5,415,260</u>	<u>10,093,000</u>	<u>150,000</u>	<u>211,000</u>	<u>15,869,260</u>

PART VII
CERTIFICATION

LETTERS OF COMMITMENT/SUPPORT

Exhibit I: Evidence of Private Commitments

- Braswell Shipyards, Inc.
- Hometech Modular Housing Systems, Inc.
- Caldar Welding Co., Inc.
- New England Ocean Services, Inc.
- Independent Packaging Incorporated
- Gilflex Rental
- Marlyn Utilities (not here yet)

Exhibit II: CETA (State) 112 Funding

Agreement for operating Job Training Center for FY 1977, \$435,608. Similar agreement for FY 1978 funding, \$745,000, is in process of being finalized. UDAG component is for \$150,000.

Exhibit III: CETA (City)

Agreement for City to provide allowance of \$2.30/hour for those attending training program in 1977. Similar agreement for operation of marine electronics component is presently being negotiated (\$126,000).

Exhibit IV: EDA Title I offer of grant

\$85,000 of grant total (\$803,000) to be allocated for building renovation for marine electronics component; the equipment will be purchased under UDAG grant.

Exhibit V: Job Training Center

Letters of Support.

- Braswell Shipyards, Inc.
- Bath Iron Works
- General Ship & Engine Works, Inc.
- Bethlehem Steel Corporation
- Digital Equipment Corporation

Exhibit VI: Other BMIP Federal Assistance Commitments

- 1978 CETA 112 operation, \$745,650
- Skilled Training Improvement Program (STIP) \$1.5 million
- EDA Boston Marine Industrial Park Project \$4.9 million

BRASWELL SHIPYARDS, INC.

2026 MEETING STREET

LOCATIONS:

MAILING ADDRESS:

CHARLESTON, SOUTH CAROLINA 29405

CHARLESTON (803) 577-4692

BOSTON (617) 426-1722

NEW YORK (212) 875-2490

P.O. BOX 317

F. PLEASANT, S. C.

DRYDOCK FACILITIES

CHARLESTON & BOSTON

1464

28 December 1977

Boston Marine Industrial Park
660 Summer Street
Boston, Mass. 02127

Dear Mr. Westgate:

This is to respond to your request for information about Braswell Shipyards' plans for improving the waterfront facility we currently lease at the Boston Marine Industrial Park.

Braswell Shipyards has been a tenant at the Boston Marine Industrial Park since November 1, 1975. During the period, we have made repairs and renovations that amount to \$300,000 in order to bring the facility up to operating condition.

We have, over the years, been able to increase our productive capacity from a workforce of 15 to the current average of 600 in the ship repair and related job sectors. This early growth in productivity stems from the suitability of the former Navy facility to our needs as a ship repair operator. Our contract work with the U.S. Navy accounts for a significant portion of our annual gross sales. The outlook for bid awards for the upcoming years appears even brighter than it had been. The shift in Navy policy to provide more private contract work partially explains our optimism.

We feel that, with more intensive use of the facility expected, especially increased usage of the drydock, further investment will be warranted by Braswell. While it is, of course difficult to accurately estimate the amount of investment that will be needed, it is reasonable, based upon past experience, to expect it to approach \$1 million.

However, in order to feel that our projected investments at this facility will be secure, Braswell Shipyards would need a commitment from EDIC that it will make those basic improvements, such as the dry dock #4 repairs and upgraded water and sewerage systems at the BMIP, which are necessary for the continued viability of the park.

LETTERS OF COMMITMENT/SUPPORT

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BOSTON (617) 426-1722

NEW YORK (212) 875-2490

P.O. BOX 317

PLEASANT, S. C.

464

DRYDOCK FACILITIES:
CHARLESTON & BOSTON

28 December 1977

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660 Summer Street
Boston, Mass. 02127

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(11) Continued

further fair housing in the sale or rental of housing, the financing of housing, and provision of brokerage services within the applicant's jurisdiction.

- (iii) Section 109 of the Housing and Community Development Act of 1974, and the regulations issued pursuant thereto (24 CFR 570.601), which provides that no person in the United States shall, on the ground of race, color, national origin or sex, be excluded from participation in, be denied the benefits of, or be subjected to discrimination under, any program or activity funded in whole or in part with Title I funds.
- (iv) Executive Order 11063 on equal opportunity in housing and nondiscrimination in the sale or rental of housing built with Federal assistance.
- (v) Executive Order 11246, and all regulations issued pursuant thereto (24 CFR Part 130), which provides that no person shall be discriminated against on the basis of race, color, religion, sex or national origin in all phases of employment during the performance of Federal or federally-assisted contracts. Such contractors and subcontractors shall take affirmative action to insure fair treatment in employment, upgrading, demotion, or transfer; recruitment or recruitment advertising; layoff or termination, rates of pay or other forms of compensation and selection for training and apprenticeship.
- (vi) Section 3 of the Housing and Urban Development Act of 1968, as amended, requiring that to the greatest extent feasible opportunities for training and employment be given lower-income residents of the project area and contracts for work in connection with the project be awarded to eligible business concerns which are located in, or owned in substantial part by, persons residing in the area of the project.

(12) It will:

- (i) In acquiring real property in connection with the urban development action grant program, be guided to the greatest extent practicable under State law, by the real property acquisition policies set out under Section 301 of the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970 (P.L. 91-646) and the provisions of Section 302 thereof;
- (ii) Pay or reimburse property owners for necessary expenses as specified in Section 303 and 304 of the Act; and
- (iii) Inform affected persons of the benefits, policies, and procedures provided for under HUD regulations (24 CFR Part 42).

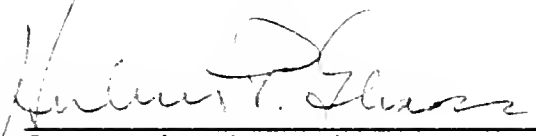
(13) It will:

- (i) Provide fair and reasonable relocation payments and assistance in accordance with Sections 202, 203, and 204 of the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970 and applicable HUD regulations (24 CFR Part 42), to or for families, individuals, partnerships, corporations or associations displaced as a result of any acquisition of real property for an activity assisted under the program;
 - (ii) Provide relocation assistance programs offering the services described in Section 205 of the Act to such displaced families, individuals, partnerships, corporations or associations in the manner provided under applicable HUD regulations;
 - (iii) Assure that, within a reasonable time prior to displacement, decent, safe, and sanitary replacement dwellings will be available to such displaced families and individuals in accordance with Section 205(c)(3) of the Act, and that such housing will be available in the same range of choices to all such displaced persons regardless of their race, color, religion, national origin, sex, or source of income;
 - (iv) Inform affected persons of the benefits, policies, and procedures provided for under HUD regulations; and
 - (v) Carry out the relocation process in such a manner as to provide such displaced persons with uniform and consistent services, including any services required to insure that the relocation process does not result in different or separate treatment to such displaced persons on account of their race, color, religion, national origin, sex, or source of income.
- (14) It will establish safeguards to prohibit employees from using positions for a purpose that is or gives the appearance of being motivated by a desire for private gain for themselves or others, particularly those with whom they have family, business, or other ties.
- (15) It will comply with the provisions of the Hatch Act which limit the political activity of employees.
- (16) It will give HUD and the Comptroller General through any authorized representative access to and the right to examine all records, books, papers, or documents related to the grant.
- (17) It will insure that the facilities under its ownership, lease, or supervision which shall be utilized in the accomplishment of the project are not listed on the Environmental Protection Agency's (EPA) list of Violating Facilities and that it will notify the Federal grantor agency of the receipt of any communication from the Director of the EPA Office of Federal Activities indicating that a facility to be utilized in the project is under consideration for listing by the EPA.

- (18) It will comply with the flood insurance purchase requirements of Section 102(a) of the Flood Disaster Protection Act of 1973, Public Law 93-234, 87 Stat. 975, approved December 31, 1976. Section 102(a) requires, on and after March 2, 1975, the purchase of flood insurance in communities where such insurance is available as a condition for the receipt of any Federal financial assistance for construction or acquisition purposes for use in any area that has been identified by the Secretary of the Department of Housing and Urban Development as an area having special flood hazards. The phrase "Federal financial assistance" includes any form of loan, grant, guaranty, insurance payment, rebate, subsidy, disaster assistance loan or grant, or any other form of direct or indirect Federal assistance.
- (19) It will require the facility to be designed to comply with the "American Standard Specifications for Making Buildings and Facilities Accessible to, and Usable by, the Physically Handicapped," Number A117.1-1961, as modified (41 CFR 101-17.703). The applicant will be responsible for conducting inspections to insure compliance with these specifications by the contractor.

Approved as to form:

CITY OF BOSTON


Corporation Counsel

By:


Mayor

PART VII

ASSURANCES AND CERTIFICATION

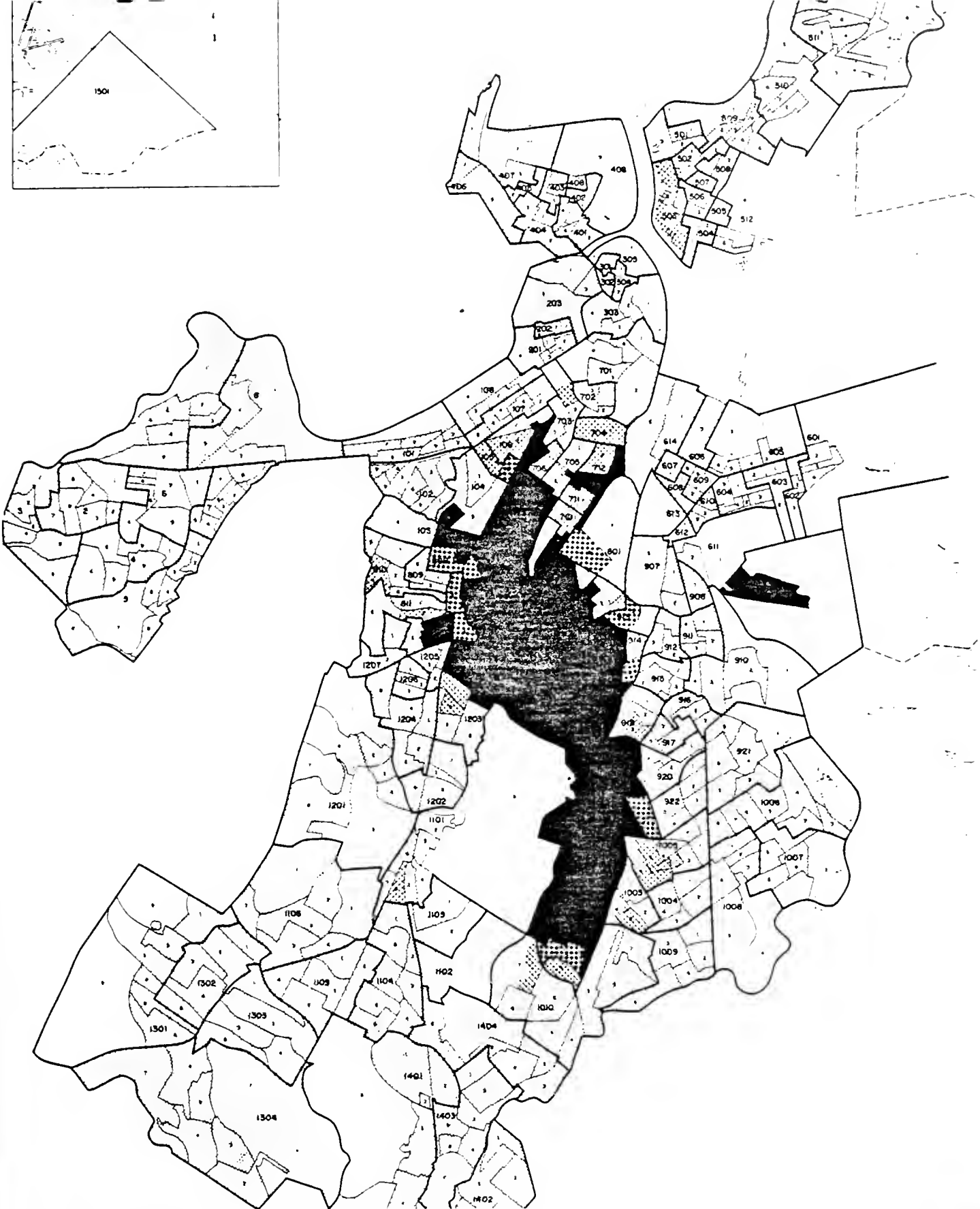
The applicant hereby assures and certifies with respect to the grant that:

- (1) It possesses legal authority to apply for the grant, and to execute the proposed project
- (2) Its governing body has duly adopted or passed as an official act a resolution, motion or similar action authorizing the filing of the application, including all understandings and assurances contained therein, and directing and designating the authorized representative of the applicant to act in connection with the application and to provide such additional information as may be required.
- (3) It has complied with all the requirements of OMB Circular No. A-95 as modified by Sections 57C 454 (e) and that either
 - (i) any comments and recommendations made by or through clearing-houses are attached and have been considered prior to submission of the application; or
 - (ii) the required procedures have been followed and no comments or recommendations have been received.
- (4) Prior to submission of its application, the applicant has:
 - (i) prepared and followed a written citizen participation plan, which plan provides the opportunity for citizens to participate in the development of the application, with special attention to measures to encourage the statement of views and the submission of proposals by low- and moderate-income people and residents of blighted neighborhoods, and to scheduling hearings at times and locations which are convenient to all citizens;
 - (ii) provided citizens with adequate information concerning the amount of funds available for proposed activities, the range of activities that may be undertaken, and other important program requirements;
 - (iii) held public hearings to obtain the views of citizen, of which at least one hearing was held on needs which may be dealt with under this subpart, and at least one hearing was held on the application prior to official action authorizing submission of the application.
- (5) Its chief executive officer or other officer of applicant approved by HUD:
 - (1) Consents to assume the status of a responsible Federal official under the National Environmental Policy Act of 1969 insofar as the provisions of such Act apply to the applicant's proposed program pursuant to 24 CFR 570.603; and

(5) Continued

- (ii) is authorized and consents on behalf of the applicant and himself to accept the jurisdiction of the Federal courts for the purpose of enforcement of his responsibilities as such an official.
- (6) The proposed project is consistent with the Community Development Program, the Housing Assistance Plan, and the Overall Economic Development Plan, where such plan exists, is in effect, and is required by law or administrative action to be consistent with the Community Development Program.
- (7) It will comply with the regulations, policies, guidelines and requirements of Federal Management Circulars 74-4 and 74-7, as they relate to the application, acceptance and use of Federal funds for this federally-assisted program.
- (8) It will administer and enforce the labor standards requirements set forth in Section 570.605 and HUD regulations issued to implement such requirements.
- (9) It will comply with all requirements imposed by HUD concerning special requirements of law, program requirements, and other administrative requirements approved in accordance with Federal Management Circular 74-7.
- (10) It will comply with the provisions of Executive Order 11296, relating to evaluation of flood hazards.
- (11) It will comply with:
 - (i) Title VI of the Civil Rights Act of 1964 (P.L. 88-352) and the regulations issued pursuant thereto (24 CFR Part I), which provides that no person in the United States shall on the ground of race, color, or national origin, be excluded from participation in, be denied the benefits of, or be otherwise subjected to discrimination under any program or activity for which the applicant receives Federal financial assistance and will immediately take any measures necessary to effectuate this assurance. If any real property or structure thereon is provided or improved with the aid of Federal financial assistance extended to the applicant, this assurance shall obligate the applicant, or in the case of any transfer of such property, any transferee, for the period during which the real property or structure is used for a purpose for which the Federal financial assistance is extended or for another purpose involving the provision of similar services or benefits.
 - (ii) Title VIII of the Civil Rights Act of 1968 (P.L. 90-284) as amended, administering all programs and activities relating to housing and community development in a manner to affirmatively further fair housing; and will take action to affirmatively

PART VIII
MAPS



CONCENTRATIONS OF MINORITY GROUPS

PERCENT BLACK 1970

LESS THAN 10%

10 - 29%

30 - 49%

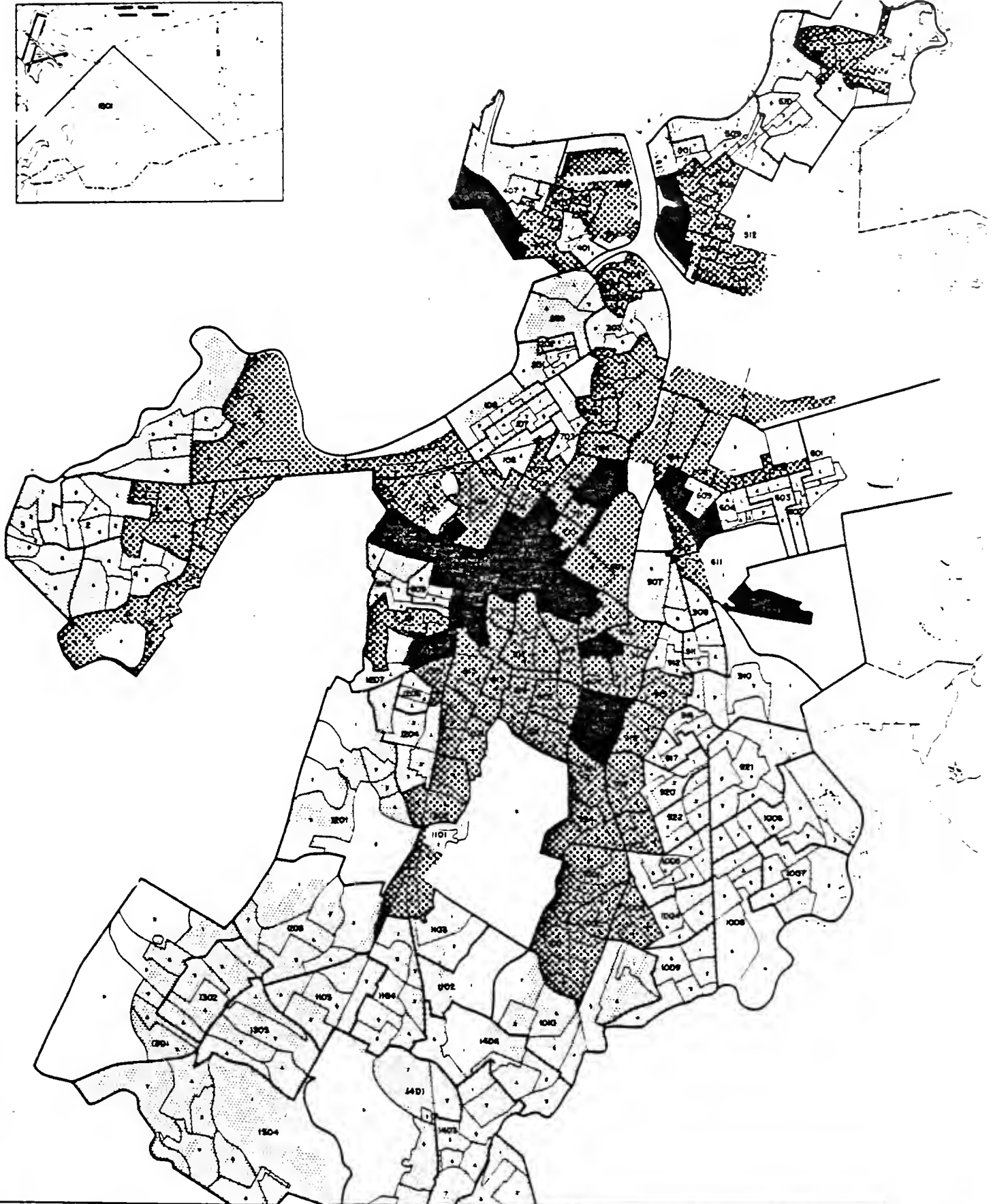
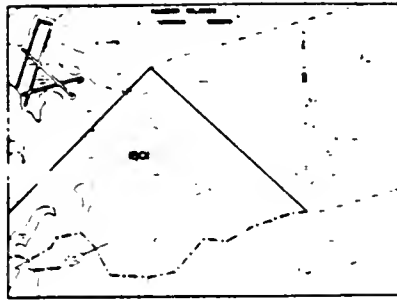
50% OR OVER



0 1 2 MILES

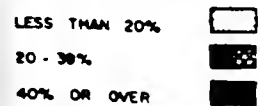
MAP B





CONCENTRATIONS OF LOW INCOME PERSONS

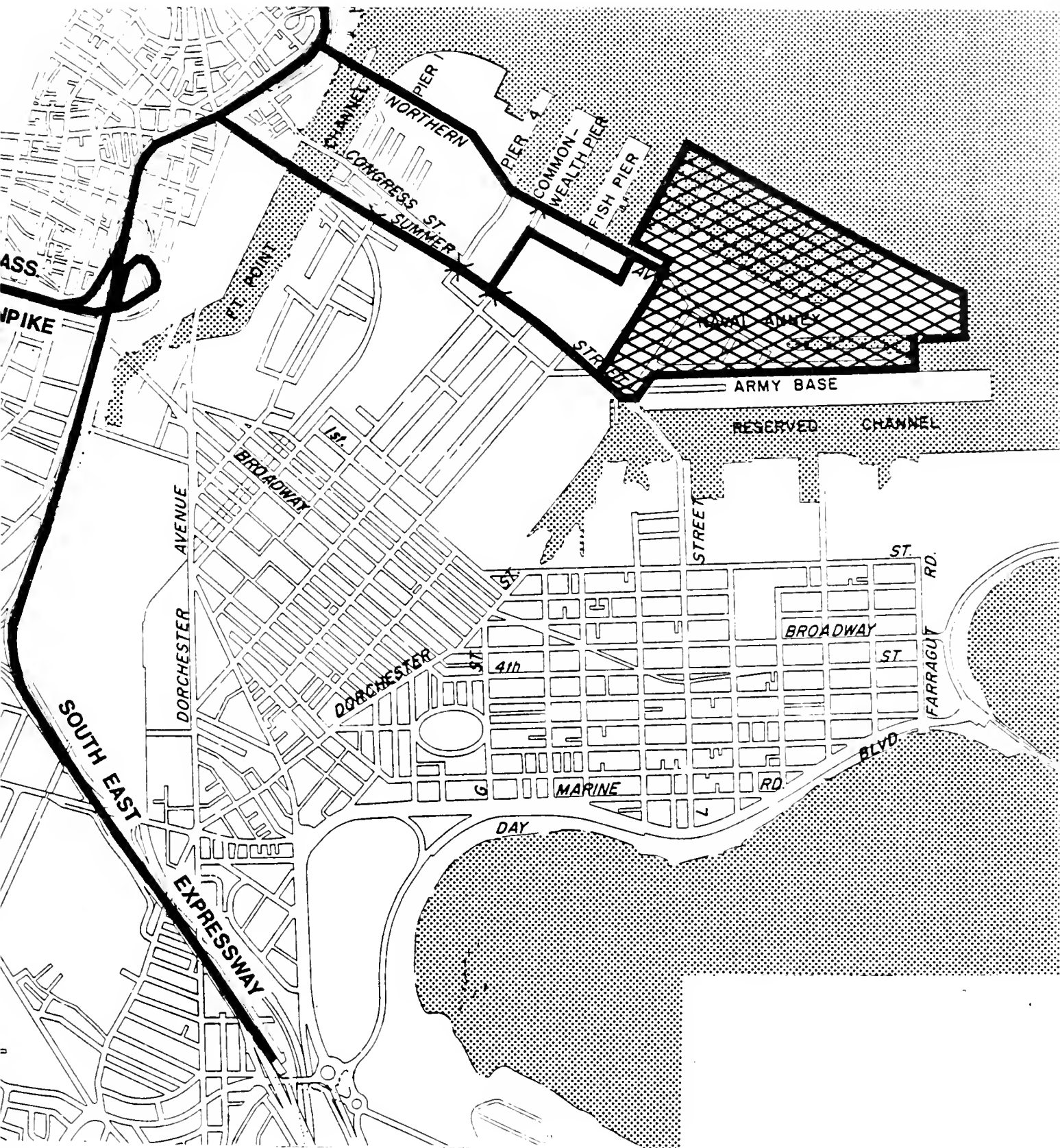
PERCENT OF FAMILIES
EARNING LESS THAN
\$5000 PER YEAR



0 1 2 MILES

MAP C





LOCATION OF PROPOSED PROJECT AND ACCESS

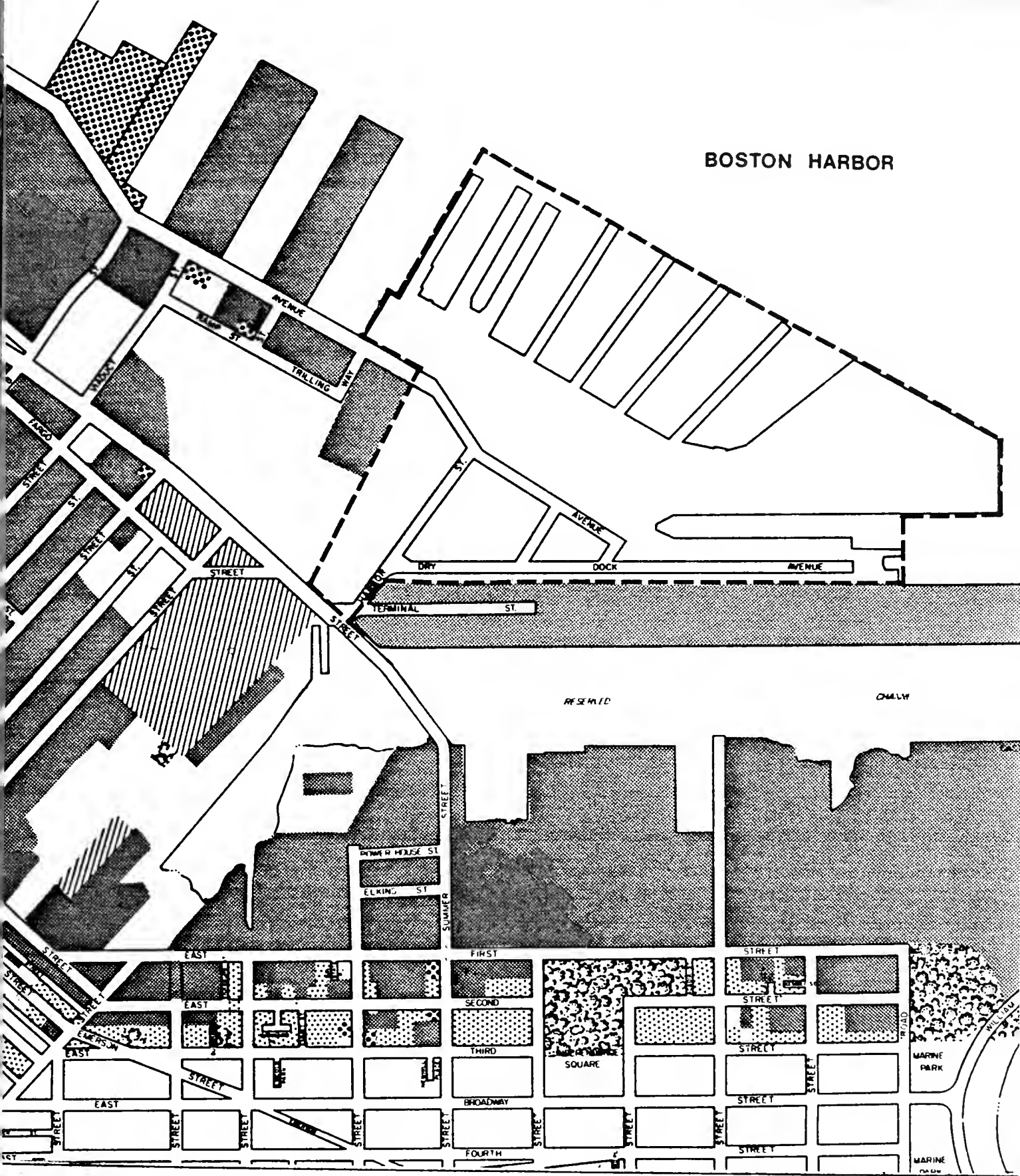
0 800 1600 2400 FEET

MAP D

BOSTON MARINE INDUSTRIAL PARK
MAJOR STREET ACCESS



BOSTON HARBOR



PROJECT ACCESS AND
SURROUNDING LAND USE

INDUSTRIAL		COMMERCIAL	
RESIDENTIAL		PROJECT AREA	
PUBLIC OPEN SPACE			
INSTITUTIONAL			

MAP E

0 800 1600 MILES



PART IX

APPENDICES

- I. PIER DEMOLITION AND REPAIRS
- II. ESTIMATE OF REHABILITATION COSTS
TO BASE UTILITY SYSTEMS

I. PIER DEMOLITION AND REPAIRS

Boston Marine Industrial Park

Boston Marine Industrial Park
Proposed Improvements
Phase II

TABLE OF CONTENTS

<u>Preliminary Cost Estimates</u>	<u>Page</u>
Summary of Estimated Costs	1
Demolition Costs	2
Pier 5 & 6 Repair Costs	3, 4
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Plan of Proposed Improvements - Phase II	5
Cross Section Showing Proposed Pier Repairs	6
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Pier 2	8
Pier 3	9
Pier 4	10
Pier 7	11

Boston Marine Industrial Park

Preliminary Cost Estimate

Phase II

September, 1976

SUMMARY OF ESTIMATED COSTS

<u>Description</u>	<u>Amount</u>
Demolition of Piers 1-4, 7 and 8	\$3,085,500
Repair of Piers 5 and 6	<u>3,958,500</u>
Sub-Total	\$7,044,000
Engineering (Allow 10%)	<u>704,400</u>
TOTAL ESTIMATED COST	\$7,748,400

Preliminary Cost Estimate

REPAIRS TO PIERS 5 & 6
BOSTON MARINE INDUSTRIAL PARK
September 16, 1976

Estimated Cost/Cell

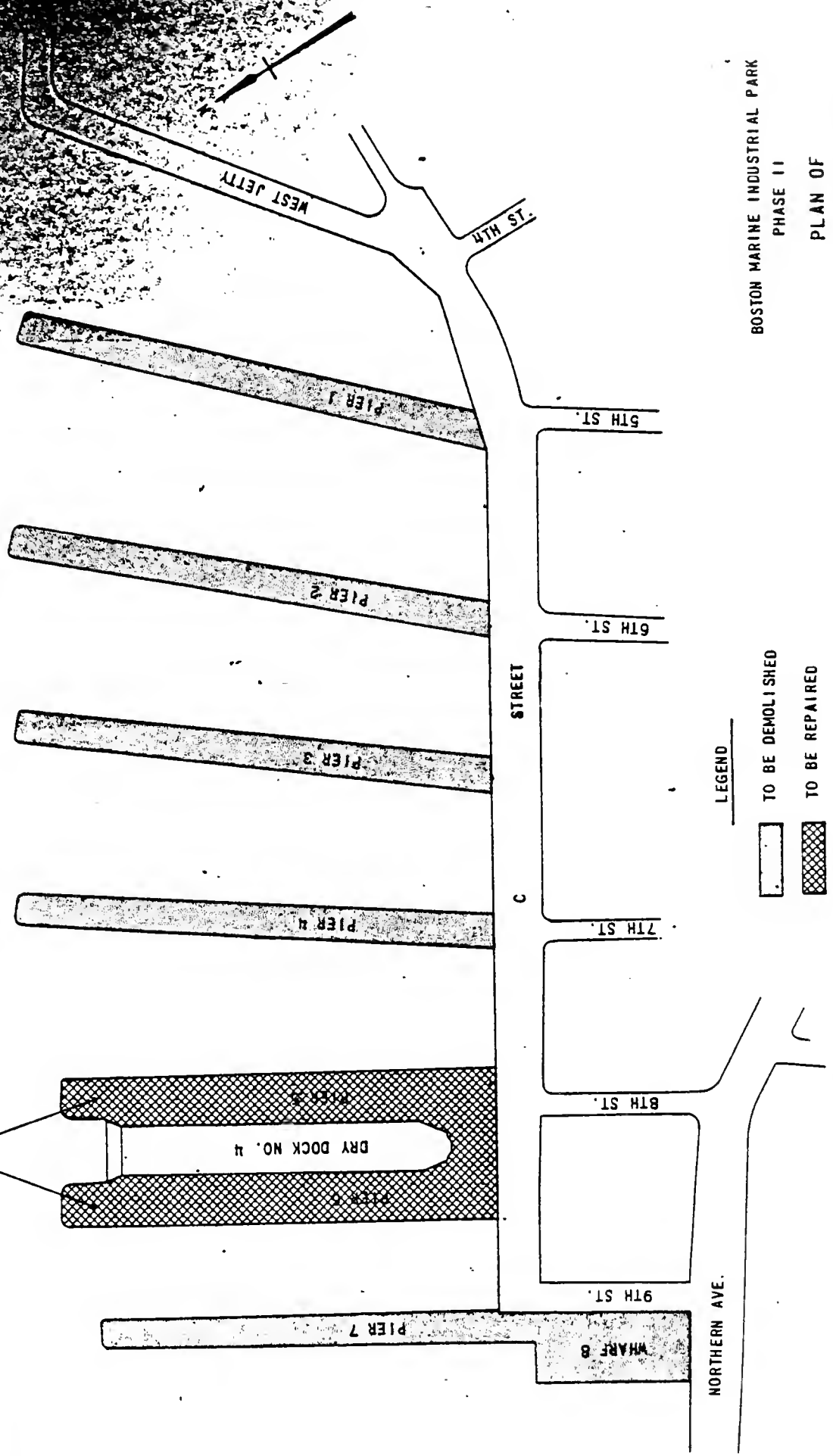
Item No.	Description	Quantity	Unit Price	Amount	
1.	Concrete Apron Cutouts for Steel Piles	4 Units	\$ 150	\$ 600	
2.	Steel Piles (H-74#) 5/Bent 10 @55'	550 L.F.	25	13,750	\$14,350
3.	Excavation (2 Stage Operation)				
	a) Excavation for 1st Support Beam	150 C.Y.	12	1,800	
	b) Remaining Excavation within Cell	450 C.Y.	8	3,600	
4.	Demolition				
	a) Removal & Storing Inner Crane Rail	30 L.F.	10	300	
	b) Demolition of Crane Beam and Struts	18 C.Y.	40	720	6,420
5.	Concrete				
	a) Pile Encasement (10) with Forms Left in Place	10 C.Y.	325	3,250	
	b) Support Beams (2) with Forms Left in Place	26 C.Y.	300	7,800	
	c) Crane Beam	15 C.Y.	250	3,750	14,800
6.	Riprap Slope				
	a) Drainage Fill (Crushed Stone 1-1/2" - 8")	60 C.Y.	10	600	
	b) Paved Riprap (2000-6000# Stones)	160 Ton	22	3,520	
	c) Remove Cell Steel above Riprap Slope	100 L.F.	5	500	4,620
7.	Precast Bridge Decking/Cell	16 C.Y.	200	3,200	
8.	Bituminous Pavement				
	a) Backfill against Crane Beam	150 C.Y.	4	600	
	b) Bit. Surfacing on Bridge Deck	45 S.Y.	6	270	
	c) Bit. Pavement over Disturbed Area	60 S.Y.	12	720	4,790

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ENGINEERS
BOSTON, MASS.

Item No.	Description	Quantity	Unit Price	Amount	
9.	Relay Inner Crane Rail	30 L.F.	\$ 30	\$ 900	
10.	Repairs to Existing Fender System - New System \$200/LF, Allow for Repairs 25%	30 L.F.	50	<u>1,500</u>	\$2,400
	SUB-TOTAL			\$47,380	
11.	Adjustment to Existing Utility System				
	a) Drain Lines - Relocation & Modification Estimate - Drain Line Every 2 Cells		Allowance/Cell	\$500	
	b) Modification of Utilities to Station Location - Approx. every 5 Cells Pipe Gallery under Deck Carrying Services to Sta- tion on Pier		Allowance/Cell	<u>7,500</u>	
	Estimated Construction Cost/Cell			\$55,380	
	Contingencies (Allow 10%)			<u>5,520</u>	
	Total Cost/Cell (Constr. & Contingencies) or Cost/Linear Foot			<u>\$60,900</u>	
				\$2,030	
	Estimated Cost for Pier 5	975 L.F.	@ \$2,030	\$1,979,250	
	Pier 6	975 L.F.	2,030	<u>1,979,250</u>	
				\$3,958,500	

6 Cells

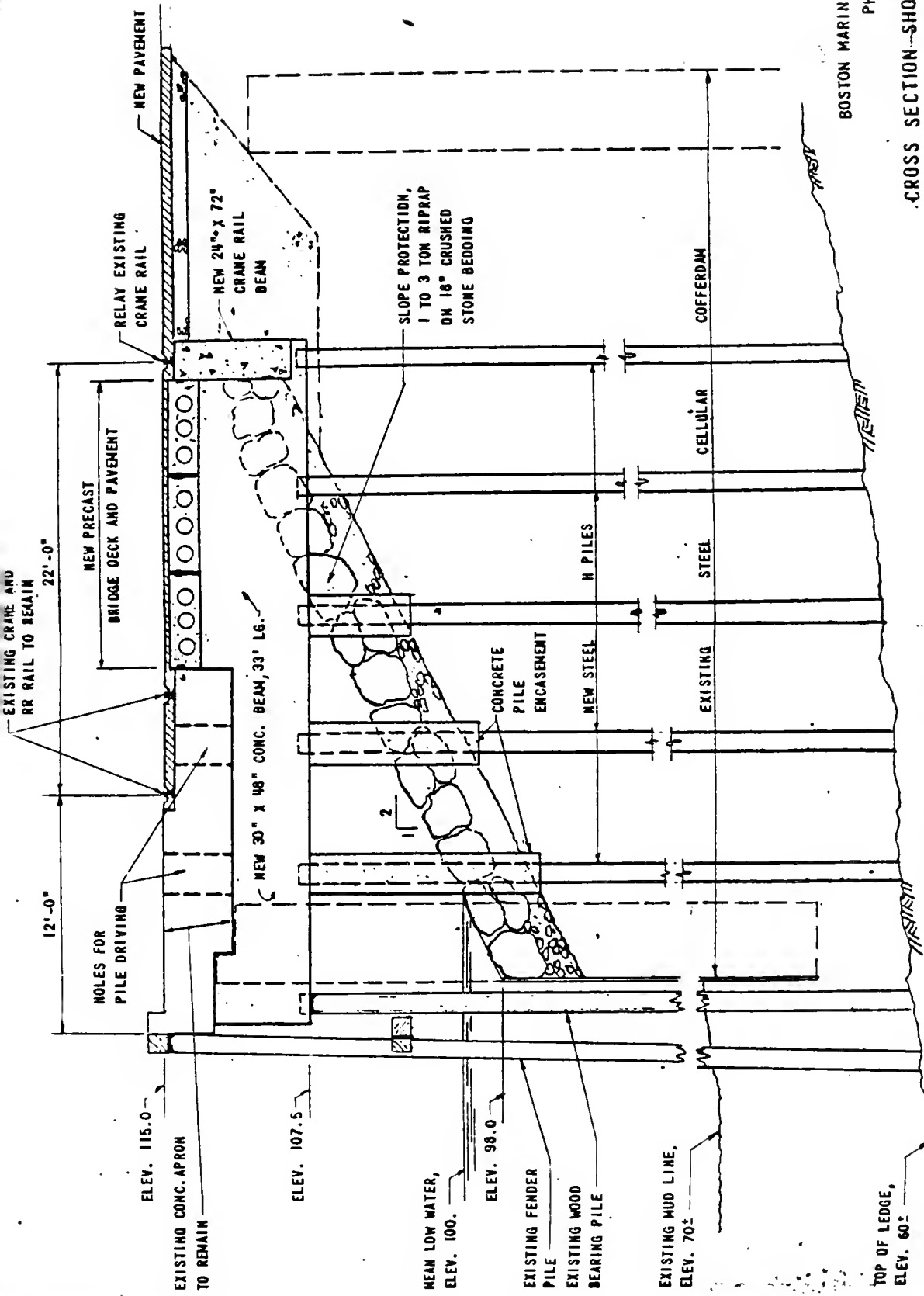
EXISTING PIERS TO BE REPAIRED,
FOR DETAILS, SEE SHEET 6.



LEGEND
TO BE DEMOLISHED
TO BE REPAIRED

BOSTON MARINE INDUSTRIAL PARK
PHASE II
PLAN OF
PROPOSED IMPROVEMENTS
SCALE: 1" = 200'
SEPTEMBER, 1976

BY, SPOFFORD & THORNDIKE, INC.
ENGINEERS
BOSTON, MASS.



FAY, SPOFFORD & THORNDIKE, INC.
ENGINEERS
BOSTON, MASS.

TYPICAL PILE BENT, 15' ON CENTERS

CROSS SECTION--SHOWING PROPOSED REP
FOR PIER 5 AND PIER 6
(DRYDOCK NO. 4)

BOSTON MARINE INDUSTRIAL PARK
PHASE II

SCALE: 1"=5'
SEPTEMBER

II. ESTIMATE OF REHABILITATION COSTS TO
BASE UTILITY SYSTEMS AT THE
BOSTON MARINE INDUSTRIAL PARK

The Boston Economic Development and Industrial Corporation
60 Congress Street
Boston, Massachusetts

TASK D

Estimate of Rehabilitation Costs
to
Base Utility Systems
at the
Boston Marine Industrial Park

AUGUST, 1976

Fay, Spofford & Thorndike, Inc.
Engineers Boston, Mass.

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3 - Fresh Water Distribution System	3-1 to 3-6
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A. Railroad Tracks	
B. Crane Trackage	

REFERENCE DRAWINGS (Attached in Pockets)

<u>Drawing No.</u>	<u>Title</u>
981-399-25	Map of South Boston Annex Boston Naval Shipyard and Other Naval Activities Showing Condition on Jan. 1, 1963
PWO 981-632-10	Master Shore Station Development Plan Area Development Plan <u>Sanitary Distribution System</u>
PWO 981-632-12	Master Shore Station Development Plan Area Development Plan <u>Storm Drainage System</u>
PWO 458-10 (1/2 size)	South Boston Annex <u>Fresh Water System</u>
NAVFAC 1,252,766	South Boston Annex Fresh Water Distribution System
NAVFAC 1,252,771	<u>Manhole and Duct Line Plan</u>
NAVFAC 1,252,772	<u>13.8 KV & 2.4 KV Distribution System</u>
NAVFAC 1,252,773	<u>13.8 KV & 2.4 KV One Line Diagram</u>

PURPOSE

The utility systems at the Boston Marine Industrial Park, formerly the South Boston Naval Annex Shipyard, were investigated to determine their general condition and to prepare an estimate of the costs associated with their repair and rehabilitation for planning purposes.

SCOPE

The systems investigated were the Sanitary Sewerage System, Storm Drainage System, Fresh Water Distribution System, Electrical Distribution System, Roadway Pavements, Railroad and Crane Trackage. The services performed by the Engineers, due to a limitation in funding, included only the minimum field inspection required to provide the background for a reasonable estimate of the capital expenditures necessary for the repairs and rehabilitation of the system for a period of not less than five years. A Base Maintenance Crew assisted our Engineers by opening and closing manholes, providing safety barricades, operating hydrants and providing other necessary assistance during the flow tests on the storm, sewerage and fresh water systems.

The results of our investigation and the estimated costs of the recommended repairs are contained in Sections 1 through 6 of this report.

The Drawings used for the identification of streets, railroad tracks, crane rails and underground utilities were prepared by or for the Navy before the base was abandoned. Drawing No. 981-399-25 entitled "Map of South Boston Annex, Boston Naval Shipyard and Other Naval Activities, Showing Condition on January 1, 1963" attached hereto shows the layout of streets, the railroad and crane rails. Also attached are the following Drawings dealing with the utility systems:

<u>Drawing No.</u>	<u>Title</u>
PWO 981-632-10	Sanitary Sewerage Distribution
PWO 981-632-12	Storm Drainage System
PWO 981-458-10	Fresh Water System
NAVFAC 1,252,766	Fresh Water Distribution System
NAVFAC 1,252,771	Manhole and Duct Line Plan
NAVFAC 1,252,772	13.8 KV & 2.4 KV Distribution System
NAVFAC 1,252,773	13.8 KV & 2.4 KV One Line Diagram

SUMMARY OF COSTS

The estimated costs for the rehabilitation of the basic utility system at the Boston Marine Industrial Park are summarized as follows:

<u>Section</u>	<u>Utility & Description</u>	<u>Cost</u>
1	Sanitary Sewer System	\$60,000
2	Storm Drainage System	
	Rehabilitation of Existing System	\$83,200
	Relay Storm Sewers Entering Sanitary System	<u>21,400</u>
		104,600
3	Fresh Water Distribution System	
	Rehabilitation of Existing System	316,000
4	Electrical Distribution System	
	Rehabilitation of 13.8 KV System	\$115,865
	Rehabilitation of 2.4 KV System	<u>135,730</u>
		251,595
5	Roadway Pavements	
	Reconstruction of Primary Park Roads	\$325,000
	Temporary Repairs to C Street	50,000
	Repair to Secondary Roads	<u>52,000</u>
		427,000
6	Trackage (Based on Our Recommendations)	
	Rehabilitation of Railroad Trackage	\$177,000
	Rehabilitation of Crane Trackage	<u>102,400</u>
		<u>279,400</u>
	Cost of Rehabilitation of Basic Utility Systems	\$1,438,595
	Engineering and Inspection (Allow 12%)	<u>176,405</u>
	TOTAL Rehabilitation Cost (Including Engineering & Inspection)	\$1,615,000

SECTION 1

Sanitary Sewer System

1. Description. The sanitary sewer system at the Boston Marine Industrial Park consists of two separate systems discharging into the City of Boston Sewers at two separate locations; namely, at Summer Street at the main gate and at Northern Avenue at the west end of the park. The two city sewer lines flow by gravity to an existing lift station at the intersection of Summer Street and E Street where the sewage is lifted into a City of Boston Sewer on E Street. The sewage then flows through the city system till it connects to Metropolitan District Commission Sanitary System whence it is carried to the MDC Plant for treatment before discharge of the effluent into Boston Harbor. Currently only primary treatment is provided at the plant but plans are underway to provide secondary treatment at the MDC plants by the early 1980's.

The sanitary sewer system at the Park (South Boston Naval Annex) was generally constructed during 1941-44, except for a small portion on Drydock Avenue serving Drydock No. 3 which was constructed around 1920. The sewer mains totaling approximately 13,000 linear feet ranging from 6 inches to 18 inches in size are primarily vitrified clay except for some cast iron installed in connection with Drydock No. 3 and at other location.

The system east of 7th Street serving approximately 75 percent of the base including Drydock No. 3 and the Jetty Area flows into the city sewer at Summer Street while the remaining northwest area flows into the city's Northern Avenue sewer. There are four existing sewage ejector installations in the system; one located at Building No. 31 where its sewage is lifted up into the gravity system and a second just west of Building No. 16 where ejector pumps lift the sewage from Building No. 16 and the Jetties into the gravity flow system. Both Drydock No. 3 and Drydock No. 4 have the sewage lifted from the bottom of the Drydocks into the adjacent gravity flow system by ejector pumps.

Currently a minor portion of the storm drain system discharges into the sanitary system for which corrective action is necessary. These locations, generally isolated sections of the storm drain system, connect to the sanitary system as follows:

Area Between Building 17 and 32
Area Adjacent to Building 20
Area Adjacent to Building 29
Area Adjacent to Building 21

The sanitary system is shown on PWO Drawing 981-632-10 attached.

2. Condition Survey. The sanitary sewers were investigated in March 1976 by our field representative with the assistance of a Base Maintenance Crew to open manholes and operate hydrants. Manholes were uncovered and visually inspected. Flow tests from hydrant-supplied water were made to detect the presence or absence of flow. Solutions of dye were utilized, when necessary, to assist in our investigation. Our survey indicated the following:

Manholes. The manholes were constructed of brick and are structurally sound. Frames and covers were heavy duty type castings and are in good condition. The iron steps generally appeared to be in fair condition; however, it would be advisable to use a portable ladder to climb down any manhole due to the reverse slope of the built-in rungs. Approximately 10 percent of the manholes were not found as they had been paved over or covered with debris.

Flow Test. Approximately 70 percent of the sewer mains were subjected to a flow test, thus providing an adequate sampling for this investigation. We were unable to test the remaining sections because no adjacent hydrant was operating or we were unable to locate the manhole for this purpose. Our tests indicated that the flow conditions were generally from fair to good condition with a few problem areas as noted:

1. Manhole 19 to 18 - Flow in 12-inch mains was slow and water was backing up in manholes up the line. It was noted that catch basins were connected to manholes 18 and 19. As there is excessive dirt along curbs in this area and noticeable filling of adjacent catch basins, it is probable that that dirt has worked its way into the sanitary sewer lines.
2. Manhole 17 to 16 - Flow in 15-inch main was very slow indicating an obstruction or possible break in the line.
3. Manhole 29 to 26 - Flow through the 18-inch main leading to the city's Northern Avenue sewer was detected by use of dye although the manholes were surcharged. This may be due to an impedance in the city's sewer line or the fact that the lift station was not operating.

Available Records. The records pertaining to the sanitary sewer system, located in Building No. 200 at the Boston Navy Yard, were examined. There was very little correspondence or maintenance records in sanitary sewer folder and whether information was missing or there was no major maintenance required is not definitely known. However, based on interviews with former Navy Yard employees of the Department of Public Works, it is more likely the latter as they indicated there had been no problems encountered to their knowledge with the sanitary system.

3. Recommendations.

- (1) All buried and paved-over manholes should be located and raised to grade.
- (2) The sewer mains should be cleaned and inspected by television camera to determine condition. The camera survey is recommended as most of the system was constructed on filled land.
- (3) Where the television cameras indicate flaws in the system, the sewer line should be excavated and replaced.
- (4) Ejector pumps in both pits west of Building No. 31 and Building No. 16 and their controls should be tested, serviced and parts replaced as necessary.
- (5) The existing isolated sections of the storm drainage system connecting to the sanitary system should be rerouted to the storm drainage system. (See Section on the Storm Drainage System.)
- (6) Maintenance. Sewer lines should be cleaned by flushing with water under pressure on a regularly scheduled basis.

4. Cost Estimate. The estimated cost for the rehabilitation of the Sanitary Sewer System is as follows:

(1) Locating, excavating and adjustment of buried or paved-over manhole casting	10 Units	@\$500 ea.	=	\$5,000
(2) Cleaning and television sur- vey of sewer line	5400 L.F. (12", 15" & 18" Lines)		=	9,000
	7500 L.F. (6", 8" & 10" Lines)		=	8,000
(3) Replacement and relaying of broken or blocked pipe	1350 L.F.	@\$20/L.F.	=	27,000
(4) Ejector Pits at Buildings Nos. 31 & 16 - Testing, servicing and replacement parts for pump & controls		Allow.	=	3,000
(5) Contingencies & Miscellaneous (15%)			=	<u>7,500</u>
TOTAL ESTIMATED COST				\$59,500
		Say		\$60,000

SECTION 2

Storm Drainage System

1. Description. The system consists of approximately 18,000 linear feet of vitrified clay and concrete pipe ranging from 8 inches to 24 inches in size with over 200 catch basins and manholes for collecting the storm water. A small area of the Industrial Park or that along Dry Dock Avenue between Dry Dock #3 and the Main Gate amounting to about 15 percent of the park discharges in the City of Boston system on Summer Street. In the remaining area, or about 85 percent of the park, the storm water is collected by various storm lines which flow generally north and discharge into Boston Harbor. There are approximately 12 outfalls of these main lines as well as numerous cast iron scuppers servicing the pier and jetties which discharge into the harbor.

At three locations isolated catch basins or small isolated storm lines connect directly into the sanitary system. These locations are discussed in the Sanitary Sewer section.

The Storm Drain System is shown on PWO Drawing 981-632-12 attached.

2. Condition Survey. The storm sewers were investigated by our field representative with the assistance of the Park Maintenance Crew to uncover the drainage structures and operate the hydrants. Our investigation was limited to the surface observation of the manholes and catch basins and the flow of hydrant supplied water through sample portions of the system. Our investigation indicated the following:

Manholes and Catch Basins. The structures were open for the purpose of inspecting the condition of the structure and existing pipe. The brick structures are generally sound and the frames, grates and covers were in good condition. The iron steps observed were in from fair to poor condition. In general, the drainage structures were filled with dirt and debris to the invert of the outflow pipe and badly in need of cleaning. Possibly 10 to 15 percent of the structures were not found as they had been paved over or were covered with debris.

Flow Test. Flow tests were accomplished on about 60 percent of the system thus providing an adequate sampling for the investigation of the storm system. In general, flow was good to fair with surcharging occurring in the

structures which indicated lines were badly in need of cleaning. There were several locations where no flow was observed indicating either an obstruction or a broken line. They were as follows:

- 1) Line B - No Flow Observed Between B3-1 and B3
Flow Backed up in B2 and Unable to Locate
B1 and Outfall
No Flow Observed Between B7 and B6
- 2) Line L - No Flow Observed Between L2 & L1 or Tide Gate
- 3) Line H - No Flow Observed Between H3-1A & H1
- 4) Outfalls - Many outfalls were not observed due to location and tidal conditions. Those that were had no flap valves.

Available Records. Records pertaining to the storm drain system maintenance were very limited. Correspondence was found that indicated flap valves were installed on the outfalls in 1954.

It is apparent from our investigation that the drainage system at Dry Dock No. 3 and along Dry Dock Avenue connecting to the City Sewer Systems was constructed in 1920 while the greater part of the system was constructed during World War II. Additional drainage such as the system servicing the area east of 7th Street was constructed shortly thereafter.

3. Conclusion and Recommendation.

- (1) All paved-over or buried drainage structure covers should be raised to grade.
- (2) The entire system should be thoroughly cleaned and investigated with television camera.
- (3) Remove and replace broken pipe or pipe where obstruction cannot be removed.
- (4) Replace all flap valves.
- (5) Isolated sections of the system connected to the sanitary system should be disconnected and rerouted into the drainage system.
- (6) Maintenance. Base personnel should set up a program for cleaning all catch basins on a regularly scheduled basis. This should include the cleaning of ditches and gutters.

4. Cost Estimate.

The estimated planning cost for the rehabilitation of the Storm Drainage System is as follows:

Rehabilitation of Existing System

1) Adjustment of Buried and Paved Over Catch Basins and Manhole Castings	25 Units @ \$500	= \$12,500
2) Cleaning & Survey of Pipe Lines	2500 L.F. (15", 18" & 24" Pipe)	= 4,000
	16000 L.F. (8", 10" & 12" Pipe)	= 18,000
3) Replacement & Relaying of Broken or Blocked Pipe (8" to 24")	2200 L.F. @ \$17.50	= 39,100
4) Install New Flap Valves (Various Sizes)	16 Units @ \$600	= <u>9,600</u>
Sub-Total		\$83,200

Relaying Storm Sewers Entering Sanitary System

1) Connection to SMH 18 & 19 Connect 29-S1 & 29-S2 to V2-4	250 L.F. @ \$16.00	= \$4,000
2) A St. in Front of Bldg. 20 Connect to M Line	225 L.F. @ \$17.00 New Structures	= 4,000 1,600
3) Building 21 Connect to A Line (A-16A)	100 L.F. @ \$17.00 New Manhole	= 1,700 800
4) 8th St. System	Allowance	= 5,000
5) Contingencies & Miscellaneous		= <u>4,300</u>
Sub-Total		\$21,400

TOTAL COST OF REPAIR & REHABILITATION \$104,600

Engineering & Inspection @10% 10,460
\$115,060

Say \$115,000

SECTION 3

Fresh Water Distribution System

The water distribution system within the Industrial Park was installed at two separate times. The original installation around 1920 was constructed to supply Drydock No. 3 and later to supply various industries located in the vicinity of 7th Street. This system is constructed of cast-iron pipe. Thus, the water lines in Drydock Avenue, 7th Street to A Street and the pipe in A Street and B Street on each side of Drydock No. 3 and in 3rd Street is cast iron approximately 56 years old. This portion of the system is fed from a 12-inch main in Summer Street and is metered within the Industrial Park at the intersection of Drydock Avenue and 7th Street. At approximately the same time, the City of Boston constructed a 16-inch high service main and a 16-inch low service main from the end of Northern Avenue across the area to Drydock Avenue to reinforce the 12-inch low service to Drydock No. 3 and the high service to the Army Base. When the Navy acquired the area during World War II and developed the naval installation, these lines were relocated along A Street to 5th Street. The City of Boston retained ownership of the 16-inch high service line to the Army Base and it is assumed this line is cast iron to meet City of Boston criteria. This service is not further reported in this study as the Industrial Park does not have any high service. The 16-inch low service was reconstructed as transite pipe and became an integral part of the Park's distribution system. There is a meter installed at the connection to the City main at Northern Avenue. This meter is not operating at the present time. The City of Boston Water Division is planning to install a new meter in the immediate future. The system can be fed either from Summer Street or from Northern Avenue or from both locations at the same time.

The remainder of the system was constructed during World War II and is made up of cement asbestos (Transite) pipe. While this type of pipe is in general use, the City of Boston Water Division, as of this time, does not permit its use in the City's water distribution system.

All valves are cast iron gate valves.

Piping

The Transite pipe is long lasting and does not degrade to the same extent as unlined cast-iron pipe with the passing of time. It can be assumed therefore that the interior of

the pipe is smooth and the flow should approach the flow of new pipe. There being no evidence of leakage in the portion of the system that is transite pipe due to mechanical damage, it must be assumed that its condition is excellent.

The cast-iron pipe under normal circumstances should still be in good condition considering only the period of time it has been installed. Observation of recent repairs at two locations indicated that tuberculation on the interior surface of the pipe is nominal. The excavation for these two repairs and other repairs indicate that the fill used in the area of Drydock Avenue and Drydock No. 3 from Drydock Avenue to C Street contains various size pockets of cinders. The recent repairs to the cast-iron pipe system have all been in areas where cinders were in contact with the surface of the pipe. Cinders normally contain high sulphur content which convert to sulphuric acid. The result is evident at the pipe breaks where the wall of the pipe has been eroded through.

Gate Valves

The condition of the gate valves is impossible to determine by visual inspection. In order to maintain gate valves operational so that they will function in emergencies, it is necessary that the valves be exercised not less than once a year. The gate seat accumulates sand, gravel and rust. The purpose of exercising the valve is to break up this debris so that the valve may seat properly and shut off the flow of water. When the manufacturer and year of manufacture are known, information may often be obtained regarding the number of turns it takes to open or close any given valve. Because such information does not appear to be available for the Industrial Park, it is desirable that a log book be established with the number and size of each valve recorded, the direction to turn to close and the number of turns. (It is possible that further searching of Navy files may discover this information.) All valves are numbered on the Navy drawings and it is recommended that this numbering system be maintained.

To properly exercise a valve, the valve should be closed with the number of turns required before movement stops being noted. With a nearby hydrant open and the system sectionalized so that water must flow through the valve, the valve is then backed off sufficient to allow water to flush the seat and then reclosed. The number of turns backed off must be noted and compared with the number of turns or partial turns required before movement again stops. Each

closing should chop some of the debris out of the valve seat. When no increase occurs in the turns required before motion stops after three closings, the valve may be considered seated unless flow through the hydrant indicates otherwise in which instance the exercise should continue until flow stops.

When valves indicated on the Navy drawings cannot be readily found, every effort should be made to locate them with electronic equipment and/or excavation.

When the valve operator will not turn, turn freely without resistance and without stopping, or when a valve stem turns a limited number of times obviously less than those required for the full travel of the valves, these valves should be dug out and replaced. As a rule of thumb, the number of turns it takes to close or open a valve is approximately three times the diameter of the pipe plus three turns.

Testing

Budget restrictions eliminated determining the type and condition of the piping system by excavation and taking plugs from the pipe. An attempt was made to run flow tests on the system and, by measuring flow and pressure drop between two points to determine the friction factor and thus the condition of the inside wall. After a total of 10 hydrant flow tests performed on March 8, March 10 and June 7, 1976, and despite considerable effort expended by the Industrial Park Maintenance Department locating and exercising valves in the period March 10-June 7, 1976, the results were not usable. It is assumed from analyzing the results of the flow tests that some valves thought to be closed tight were passing water and some valves considered open were in fact partially closed.

It was determined that the system is capable of providing approximately 1200 gpm at a residual pressure of 20 psi. at 1st Street. Analyzing meter readings taken over a period of 12 days indicates that the leakage of the system is well within normal leakage. It is important to note that when the Northern Avenue service was made operational, there was a negative flow in the meter at the Summer Street service indicating that the Northern Avenue service is the better of the two.

Conclusions and Recommendations

It is our opinion that the water distribution system is in reasonably good condition. One weak point of the system is the cast-iron pipe that seems to have been laid in contact with cinders. It can be expected that breaks in this pipe will occur from time to time as cinders have a deleterious effect on iron. The most recent break in Drydock Avenue adjacent to Building 15 indicated that the failure was caused by contact with cinders. Approximately 120 linear feet of pipe was excavated and cinders were found in the trench the entire distance. There was evidence that the entire installation on Drydock Avenue is contaminated with cinders. Over the past year there have been several breaks in the cast-iron portion of the distribution system. In each instance, the excavation to make the necessary repair indicated cinders in contact with the pipe. Since this condition has existed for over fifty years, it can be reasonably assumed that the cast-iron pipe has been badly eroded from the outside by contact with the cinders. Breaks in the line will become more numerous. It is recommended that the entire cast-iron pipe be replaced with cement-lined ductile iron pipe properly bedded in gravel to eliminate future corrosion by the cinders.

Drydock Avenue	1400 LF-12" @ \$32.00	\$44,800
3-12" Valves	@1200.00	3,600
Road Repair	650 SY @ 6.00	<u>3,900</u>
Sub-Total Drydock Avenue		\$52,300
7th Street to A Street		
	900 LF 12" Pipe (52,300/ 1,400)	\$33,600
A Street & B Street Each Side at DD #3		
	2800 LF 12" @\$32.00	\$89,600
	630 LF 6"	
	Laterals to	
	DD @ 18.00	11,340
	14 - 6" Valves @\$400	8,400
	9 -12" Valves @1200	10,800
	Repair St. 381 @ 6	<u>2,286</u>
Sub-Total		\$122,426

3rd Street

325 L.F.-8" Pipe	@ \$ 21.50	\$7,000
2-8" Valves	@ 700.00	1,400
Repair 6" Valves	@ 400.00	400
Repair St. 145 SY	@ 6.00	<u>870</u>

Sub-Total \$9,670

Use Pipe Around Bldg. 32, 19 & 17

1200 L.F. 8"	@ \$ 21.50	\$25,800
5-8" Valves	@ 700.00	3,500
240 LF 6" Pipe	@ 18.00	4,320
6-6" Valves	@ 400.00	2,400
640 SY Pavement	@ 6.00	<u>3,840</u>

Sub-Total \$39,860

Connection Between 16" Line in 5th St.
at A St. to 16" Line in Drydock Road

150 LF 16" Pipe	@ \$ 64.00	\$9,600
3 - 16" Gate Valves	@2500.00	<u>7,500</u>

Sub-Total \$17,100

Note: This connection is recommended to
provide greater flexibility
around DD #3.

TOTAL Estimated Replacement Cost

Cast-Iron Pipe	\$274,956
Plus Contingency @15%	<u>41,244</u>

	\$316,200
Engineering & Inspection @12%	<u>38,000</u>
	\$354,200

Say \$360,000

The remainder of the distribution system is cement asbestos pipe which, barring physical damage by settlement or a washout along the bulkhead at C Street should give long trouble-free service. If, as has been suggested, it is contemplated that the maintenance of the system be taken over by the City of Boston Water Division, it should be noted that they do not permit cement asbestos pipe in the system. If it is necessary to conform to City of Boston standards, replacement cost of the transite pipe with cement-lined ductile iron pipe is as follows:

4400 LF	16" Pipe	@\$64.00	\$281,600
1200 LF	12" Pipe	32.00	38,400
2000 LF	8" Pipe	21.50	43,000
1000 LF	6" Pipe	18.00	18,000
82	Hydrants & Valves	1200.00	98,000
18 -	16" Valves	2500.00	45,000
10 -	12" Valves	1200.00	12,000
12 -	8" Valves	700.00	8,400
Road Repairs	955 SY	6.00	<u>5,730</u>
Total			\$530,130
Contingency @15%			<u>82,520</u>
			\$612,650
Plus Eng. & Inspection 12%			<u>73,520</u>
			\$686,170
Say			\$700,000

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